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America's weekly motorcycle newspaper

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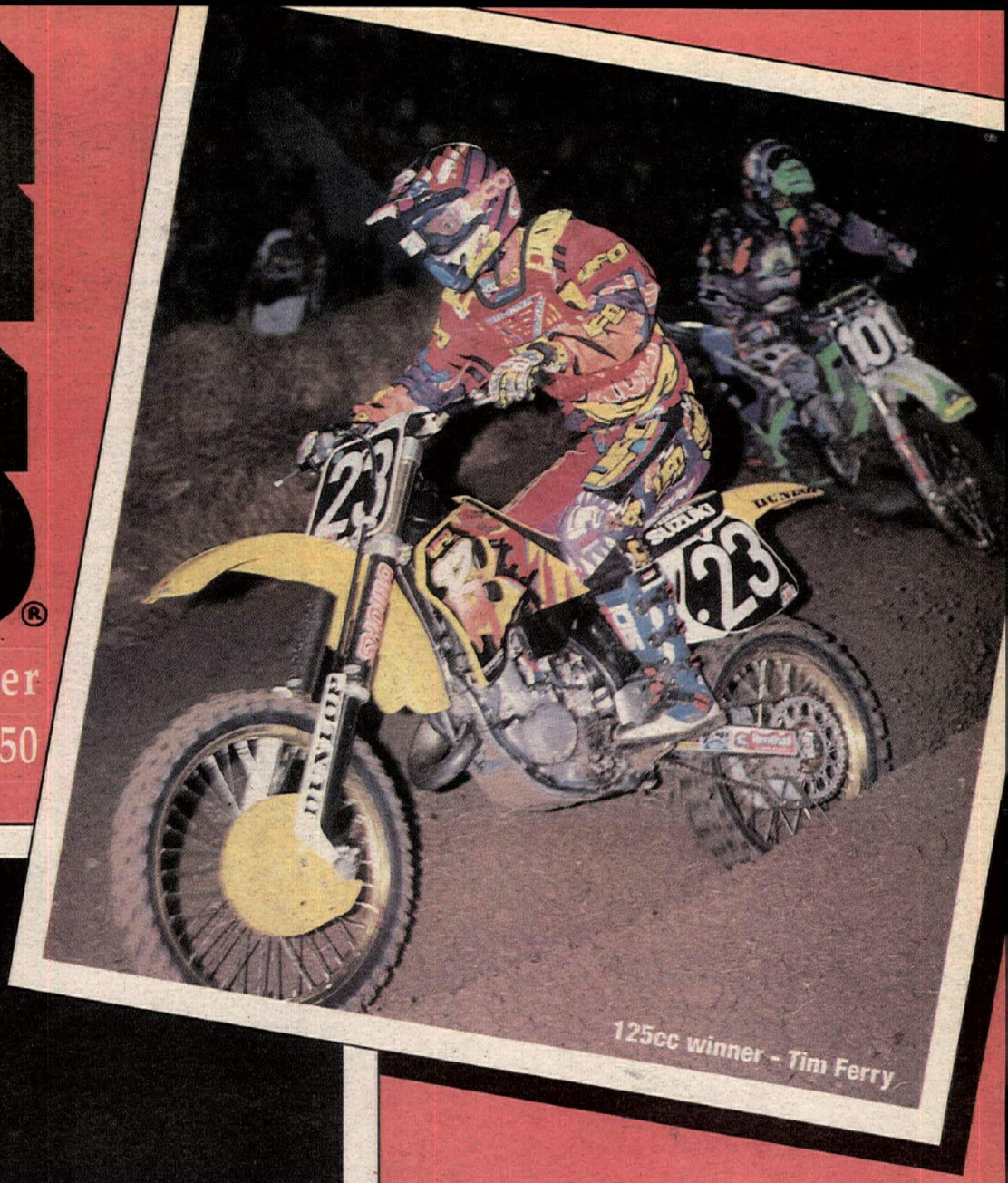
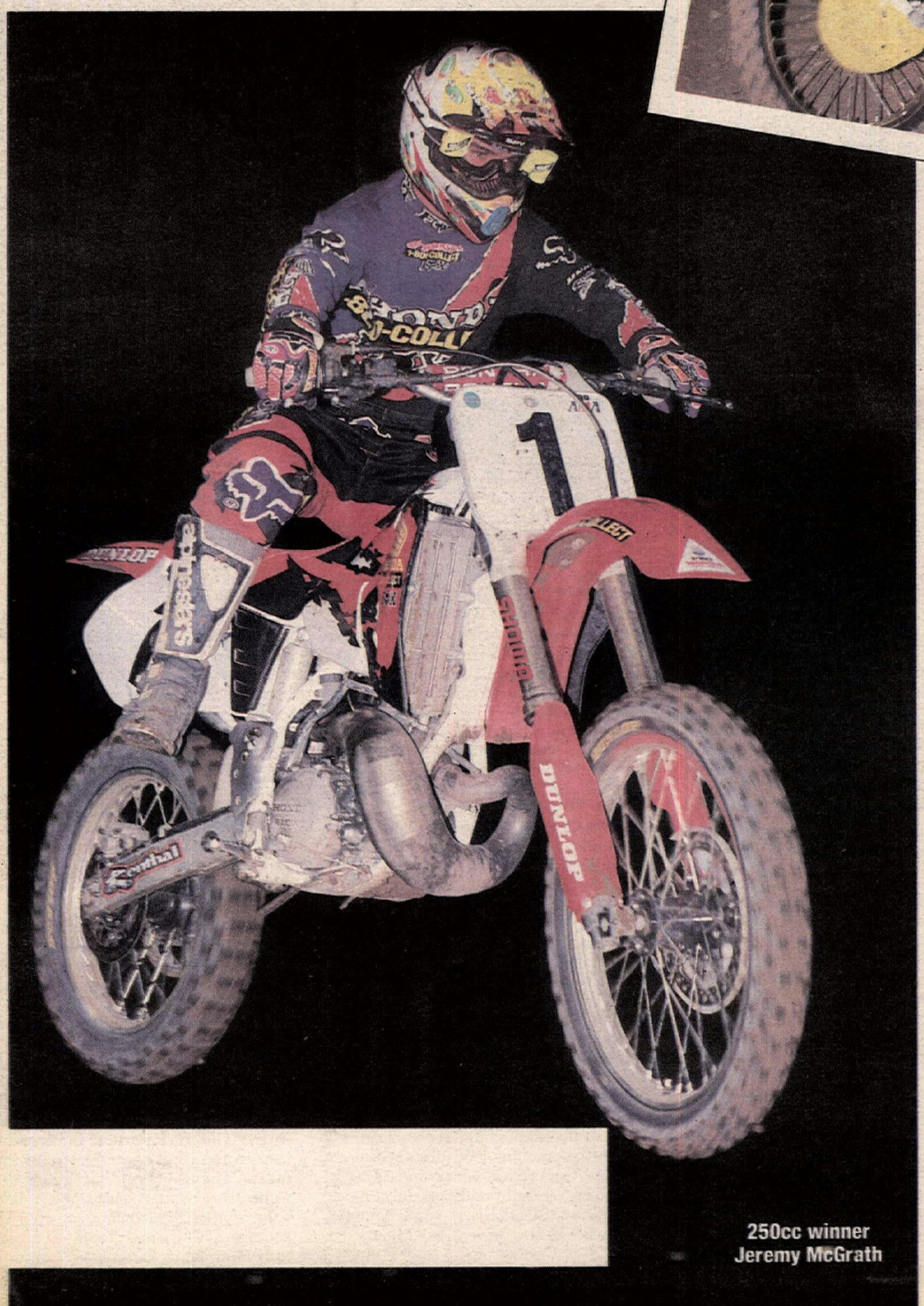


125cc winner - Tim Ferry



250cc winner
Jeremy McGrath

U.S. SUPERCROSS SERIES OPENER

Here we go again

Full race coverage from Orlando, Florida; plus an up-close look at the supercross machines of the stars

IN THE WIND

Guy Cooper (Suz) and **Chad Pederson** (Hon) were the big winners at round seven of the AMA Arenacross Series in Guthrie, Oklahoma, on January 13-14. On Friday, Cooper won both the 125 and 250cc classes, while **Jeromy Buehl** (Suz) and Pederson finished 2-3 in the 125cc class. **Jimmy Gaddis** (Kaw) and Pederson rounded out the top three in the 250cc race. On Saturday, Cooper came back to win the 125cc class over Gaddis and Pederson. In the 250cc division, Pederson scored the win over Beuhl and **Shawn Moran** (Kaw). The event was held in the Lazy E Arena, which seats 12,000 spectators, and was sold out both nights.

Yamaha has announced that Vance & Hines Yamaha's **Tom Kipp** will defend his AMA 750cc Supersport National Championship and will not race in the 600cc Supersport class. Kipp's teammate **Jamie James** will not defend his 600cc crown and will concentrate solely on the AMA Superbike Championship - thus no Yamaha-backed riders will compete in the 600cc Supersport Championship in 1995.

Team manager Massimo Bordi confirmed during a press conference to introduce new Promotor Ducati Corse team members **Troy Corser** and **Andreas Meklau** that the pair would run exactly the same Ducatis as the factory team. Apart from the complete World Superbike Championship, Corser will also enter the Daytona 200 and possibly the Suzuka 8-Hour. Daytona will likely be Corser's only AMA appearance because of conflicts with sponsors.

Since the end of the 1994 racing season, 60 Ducati 916s have been built for customers who want to go racing, according to reports from Europe. Eight (modified ones) will be consigned to the two factory teams and **Giancarlo Falappa** will also have a factory bike as soon as he is physically fit. **Fabrizio Pirovano** will get a stock 916 for 1995 and will run in the colors of the Italian Taurus team.

Brian Deegan (Hon) upheld American honor at the opening round of the GFI Winter Series, held at Perris Raceway, January 15. The Nebraskan won the 250cc Pro class, edging out English Motocross des Nations Champion **Rob Herring** (Hon) and Swede **Joakim Karlsson** (Hon). **Greg Schnell** (Suz) topped the 125cc Pro class, followed by Deegan and **Dustin Nelson** (Kaw).

It's official: Kanemoto Racing has announced that it will manage and operate a 500cc World Championship Road Racing team featuring **Alexandre Barros** as its rider. Team Barros/Kanemoto/Honda will use Honda NSR500s and support for the team will be provided by several companies including Honda Brazil, Guarana soft drinks, Petrobras/Lubrax petroleum, Brut fragrances and Galeto's fast food.

WERA has upped the prize money for its **EBC Brakes Triple Crown** to $40,000, according to WERA. The prize money goes to the team that can sweep the top two positions at each of the three Formula USA races at Road Atlanta, Laguna Seca and Portland International Raceway. An additional $10,000 will be paid if the team uses EBC Brakes. A $10,000 prize will go to the top-placing team if no team is successful at sweeping the top two places at all three rounds.

WERA and Protac, Inc., have renewed the terms under which they sanction and the joint venture between the two companies is officially known as the WERA Pro Series. **Doug Gonda**, the president of Protac, Inc., has purchased the Formula USA class which will continue to be held at WERA Pro Series events as well as other motorsports events. The Formula USA Series will operate as an autonomous organization with its own staff, licensing and race procedure. The change in ownership, according to WERA/Protac, will allow the F-USA series to offer its teams, riders and sponsors new markets and promotional opportunities. Furthermore, it will allow the series to develop a staff that is dedicated to the special needs of professional racing. Formula USA contingency programs will continue to be offered and administered through WERA. Though Gonda has listed a support race to the World Superbike race at Laguna Seca on his schedule, the race has not been confirmed. "I can't tell you that is definitely going to happen," Gonda said on Monday, January 3. "We've offered our hand in friendship to the AMA. I've had a conversation with Ed Youngblood of the AMA and we haven't heard back from him yet."

The AMA has announced that it will run a **125cc Grand Prix National Championship Road Race Series** in conjunction with the AMA Superbike Series. "The AMA has experimented with the 125cc Grand Prix class with a few exhibition events in 1994," said Tom Mueller, president of AMA Pro Racing. "Initially, we weren't planning on including the class in 1995, but the response from riders, spectators and sponsors has been overwhelming. Now that we've made a full commitment to the class, we're working hard to solicit contingency sponsorship, which is what drives the show." The 125cc series will begin at the Pomona Fairplex National on April 2 in Pomona, California, with Daytona opting not to run a round of the series. A round of the series will also be run as a support race during the World Superbike round at Laguna Seca.

AMA Pro Racing has announced its new "head start" program which is being offered to companies interested in becoming AMA contingency award sponsors. "The Head Start program is designed to give first-time sponsors a low-cost way to get involved in AMA's contingent awards program," said John McElfresh, AMA Pro Racing's communications manager. "This package doesn't include all the fringe benefits of our standard contingent awards program, but retains the promotional core of that program at a reduced rate. It will be especially attractive to smaller companies that want to get involved in our program, but do not have as large a budget to devote to a series as some of our larger companies do." An administrative fee of $250 will be charged to companies who have not been involved in the **AMA Pro Racing Contingent Awards Program** in the past two years and new companies will be required to post a minimum of $150 per class, per series. Sponsors need not post awards for all classes within a series. The new program will apply to the following AMA properties: AMA Superbike, Grand National Dirt Track, National Motocross and National Hillclimb. Sponsor benefits include advance event information, event summaries, AMA news releases, rider notifications and logo distributions to riders.

Motocrosser **Tommy Martin** of Macon, Georgia, suffered a broken neck while racing at the Florida Winter Series at Gatorback Park in Gainesville, Florida, on January 1. Martin suffered no damage to his spinal cord and should recover fully. Cards and letters can be sent to Martin at 1061 Brisbane Street, Macon, GA 31206.

The North American Super Bike Series (NASB) has announced that **Gerald McHale** and **Duke Pennell** have joined the NASB staff. McHale, the AMA road race referee since 1991, will serve as National Referee; Pennell, the AMA starter since 1969, will assume the duties of Chief Starter. McHale also currently holds the position of director of competition for the Championship Cup Series.

The **San Diego Antique Motorcycle Club** will present the third annual display of antique and classic motorcycles at the San Diego (California) Automotive Museum on February 4-19. There will be over 100 motorcycles surrounding the current display of unique automobiles and memorabilia.

The Los Ancianos M.C. are finalizing plans for their **Tecate Trail 100** - the replacement for their traditional 250K Enduro. The event will be held at Rancho Santa Veronica near Tecate, B.C., Mexico, on April 8-9. A three-loop, 100-mile trail ride will be held on Saturday, with riders leaving in groups of four to spread the group out. Sunday will feature a variety of yet-to-be-determined fun events, including more free riding. A poker run and an ISDE-style timed special-test competition are also being considered. Free camping is available at the ranch, as well as $60 hotel rooms. For more information call 619/465-7569.

Air-Tech is now accepting proposals for privateer support for the 1995 road racing season. The carbon-fiber specialists will back Valvoline Suzuki, Yoshimura Suzuki, Vance & Hines Yamaha and Smokin' Joe's Racing in the coming year. Send inquiries to Air-Tech, 3052 Industry, Ste. 109, Oceanside, CA 92054.

Pro-Prept Racing Services - an off-road performance shop in Escondido, California, will be supporting Dennis Dahlin and Jeff Tilton in the 1995 125cc Western Regional Supercross Series and MTEG Ultracross Series. In addition, Pro-Prept is backing SCORE off-road racers Dewey Belew and Steve "Tex" Mitchell.

Brian Deegan and **Chad Pederson** will be riding the 125cc Western Regional Supercross and 125cc National MX Series for Atomic 22 Honda, a new team with backing from Princeton Honda. The squad also has races planned in Japan, Australia and Mexico.

Due to the recent storm activity in Northern California, the **GFI Winter Series Northern Region** races slated for January 8 at the La Grange OHV Park and January 22 at the Prairie City OHV facility have been rescheduled. The dates will be made up during a two-day event at La Grange on January 21-22. The event will be counted as rounds two and three of the series. For more information contact the California Motocross Association, 209/673-8080.

Wet conditions also forced the cancellation of the **Orlando Amateur Supercross** which was scheduled to run the day after the U.S. Supercross Series round at the Florida Citrus Bowl on January 14.

Husaberg, the Swedish manufacturer known for their high-performance off-road four-strokes, has been purchased. The purchaser is the same Austrian company that bought KTM when that firm ran into financial woes. Details are still sketchy, but race teams will reportedly remain unaffected, and no major changes are yet being planned.

The Mickey Thompson Stadium Off-Road race on January 21 at Anaheim Stadium in Anaheim, California, will be the debut for the 1995 15-race Women's Stadium-Cross Series, which will feature female riders from all over the world, including members of the U.S. Women's Motocross Team. The Women's Stadium-Cross will run its inaugural season in conjunction with events produced by MTEG - U.S. Supercross Series, Mickey Thompson ArenaCross Series, and the Stadium Off-Road Racing Series. The U.S. Women's Motocross Team was founded in 1992, and has been under the direction of **Kat Spann** and **Elaine Ruff**. Spann is the publisher of Tex MX, and Ruff is the director of operations for Acerbis USA. "The U.S. Women's Motocross Team is a showcase for the top female riders in the country," said Ruff. "The Stadium-Cross Series is a step in the right direction for women racers. There is definitely going to be some great racing!" Heading the list of competitors this season are two U.S. Women's Motocross Team members - **Jodi Hollow**, of Oceanside, California, and **Corinna Chinen**, of Gardena, Cali-

Peterhansel takes fourth Dakar Rally

Frenchman Stephane Peterhansel scored yet another win in the prestigious Granada-Dakar Rally, after assuming the overall lead just two days before the finish on January 15. The final week of the rally took competitors through the Mauritanian towns of Chinguetti, Tidjikja and Ayoun el'Atrous, then entered the country of Senegal. There, the rally stopped at Bakel before crossing over into Guinea for an overnight in Labe, then headed back north into Senegal. An overnight in Tambacounda provided the final rest before the finish in Dakar.

Riding a Yamaha 850 XTZ twin for the French Sonauto Yamaha importer, the off-road hero took over the lead during the hottest part of the event, then extended his advantage over the final two days. His final margin over runner-up Jordi Arcarons was 23 minutes, 16 seconds. Arcarons, a Spaniard, rode a Lucky Strike-sponsored Cagiva. Last year's winner, Italian Edi Orioli, took his Camper Cagiva to third, and the top five was filled out by Italian Fabrizio Meoni and Frenchman Jean Brucy. Both riders were Honda-mounted, but Brucy's bike was the company's experimental new EXP2 environment-friendly two-stroke.

Danny LaPorte, the sole American entrant, injured his wrist and was forced to drop out. The rally covered 6240 miles in 15 days.

fornia. Also competing in the new series will be 50-year-old **Gale Webb**, of Menifee, California, known nationwide as "America's Sports Mom" for her involvement in programs to keep children off drugs. "This new Stadium-Cross Series is great for the sport and its competitors," said Hollow. "Not to take anything away from the guys (male riders), but these girls can ride just as hard - and this series should bring us more attention and publicity in a professional motorsport." Factory manufacturers and sponsors are said to be interested in the marketing opportunities through the new series, and believe that the underlying message is that motorcycle riding can be fun for the entire family. It is a proven statistic that women (girlfriends, wives and mothers) have a big influence in the purchase of motorcycles.

Arai's original motocross helmet design was chosen as an example of "the creative genius of contemporary Japanese designers" and included in a special exhibition at the Philadelphia Museum of Art. The exhibition, "Japanese Design: A Survey Since 1950," was organized by museum curators to be the first comprehensive exhibition of its kind. Arai's helmet joined Yamaha's futuristic concept bike, Morpho II, as two of a very select group of motorcycle industry products chosen. The plaque beneath the Arai display cited the reasons for its inclusion: "Designed for off-road motorcycle riders, this futuristic helmet with its projecting peak and rock guard was meticulously engineered to prevent injuries and wind buffeting at high speeds. It was produced by the firm that made Japan's first modern fiberglass motorcycle helmet in 1950. Designed by **Michio Arai**. Made by Arai Helmet, Ohmiya, 1978."

Bob Harvell is reportedly making headway in reopening his Rainbow MX Park in Pala, California. Apparently, the State Parks & Recreation Department may foot the bill for the environmental assessment, if they receive enough letters from concerned citizens. Readers who would like to see the facility back open are urged to write Cliff Glidden, deputy director of the OHV recreation division, at P.O. Box 942896, Sacramento, CA 94296-0001. Harvell suggests mentioning the San Diego area's need for riding areas for children.

NASB's **Roger Edmondson** sent "a suggestive proposal to start dialogue" to the AMA offices on Tuesday, January 10, in a manufacturer-requested effort to somehow bring the two parties back together for road racing in 1995. "We made it very clear that it was as general as we could make it," Edmondson said on Monday, January 16. "We haven't had any response yet."

Earl Small's Harley-Davidson has signed up to be the first privateer team to use a Harley-Davidson VR1000. The VR1000 will be ridden by **Mike Harth** in 1995 with Harth also campaigning a Harley-Davidson 883 Sportster in the SuperTwins class. The bikes will be tuned by Scott Whitson.

Keith Code has scheduled two more **Harley-only rider courses**. The first school will be held at Sears Point Raceway in Sonoma, California, on April 24; the second will run at the Streets of Willow Springs in Rosamond, California, on April 28. For more information call 800/530-3350.

West Valley Occupational Center is offering vocational motorcycle mechanics training, starting February 14, at their Woodland Hills, California facility. The course emphasizes in-depth theory and hands-on training on motorcycles provided by the Center or by students. The two-semester course offers an industry-recognized certificate upon completion of the course. For more information call 818/346-3540.

The AMA Pro Racing department has changed some things for the upcoming road racing season, according to Ron Barrick. Racers will now be able to get a 100-percent refund on entries if the AMA is notified in writing prior to the start of the event, thus doing away with the partial refunds of the past; SuperTeam entries will no longer be required to pay a registration fee of $35; and an oil-specific flat for corner workers will be used to warn racers of oil on the race track. In addition, in order to save both money and wasted paper, the AMA will only send basic entry information - entry forms, schedules and purse payout figures - to potential racers and the full package will only go to those who have entered.

Slick 50 Suzuki Pro Stock drag racer **Steve Johnson** has acquired General Motors' **Pontiac** Division as a sponsor for the 1995 racing season. "It's virtually unheard of to have a company like Pontiac involved in motorcycle racing," Johnson said. "But when you stop and think about it, it's a natural. Pontiac's themes of 'Proven Performance' and 'Driving Excitement' to say nothing of the old 'We Build Excitement' tag line fit perfectly with what we're doing with our Slick 50 Suzuki Pro Stock bike. Believe me, when you're talking about a machine that goes from zero to 60 mph in one second, you are definitely talking about driving excitement."

Sealsco president, **Lou Seals,** called the *Cycle News* office to offer some "clarification" on the Dave Despain/MotoWorld situation. "Dave Despain chose not to take part in all the flag-to-flag coverage on ESPN - that was his decision," Seals said. "We wanted him in that flag-to-flag coverage. The two things are different packages; MotoWorld is our company and the others are owned by ESPN. He (Despain) chose not to do the others. His comments (Issue #2, January 18) puts the onus on me and that's not correct. MotoWorld is a different story and he will not be a part of that, but we were looking forward to working with him on the other shows."

The AMA has announced a new motorcycle towing service - **AMA MoTow**, an emergency roadside assistance program available only to current members of the AMA. AMA MoTow is available for $25 a year and includes coverage for any 1975 or newer motorcycle. AMA MoTow is staffed by specially trained operators and is open 24 hours every day of the year; those operators will make arrangements to have a member's disabled motorcycle towed free of charge to the nearest motorcycle repair facility, or stored for free overnight and delivered the next business day. For more information call Bruce Truxall at 614/891-2425.

Suspension By Jake is looking to support qualified riders in 1995. Send resumes to Suspension By Jake, 1732 Border Ave., Torrance, CA 90501, ATT: Race Support Dept.

AMA posts $100,000 Grand National C'ship Series point fund

In order to strengthen and better promote motorcycling's most traditional championship series, the AMA has posted a $100,000 Championship Bonus for the 1995 Grand National Championship Series.

"Interest in GNC racing is at an all-time high, from both the fans and sites wanting our events," said Tom Mueller, president of AMA Pro Racing. "We are actively pursuing a series sponsor, but until one is secured, the AMA will underwrite its own $100,000 bonus program. This is a major commitment on the AMA's part, but we want to maintain momentum for this unique American sport."

Entering its 41st year, the AMA Grand National Championship Series will open March 11 at Municipal Stadium in Daytona Beach, Florida. Seven months and 25 events later, the series will conclude at the Del Mar Fairgrounds in Del Mar, California, on October 25.

Five new venues are being introduced in 1995, and in addition, the Eldora Speedway Half Mile round in Rossburg, Ohio, will boast a $42,000 purse - the largest in GNC history.

3/11	Municipal Stadium, Daytona Beach, FL - ST
4/1	Pomona Fairplex, Pomona, CA - HM
5/6	Delaware State Fairgrounds, Harrington, DE - HM
5/13	Riverside Downs, Henderson, KY - HM
5/28	Illinois State Fairgrounds, Springfield, IL - M
6/3	LaSalle Speedway, LaSalle, IL - ST
6/17	Devil's Bowl Speedway, Dallas, TX - HM
6/24	Allen County Fairgrounds, Lima, OH - HM
7/2	DuQuoin State Fairgrounds, DuQuoin, IL - M
7/8	I-96 Speedway, Lake Odessa, MI - HM
7/15	Hagerstown Speedway, Hagerstown, MD - HM
7/22	State Fair Speedway, Sedalia, MO - HM
7/29	State Fair Speedway, Oklahoma City, OK - HM
8/6	Peoria M.C. Clubgrounds, Peoria, IL - TT
8/9	Black Hills Speedway, Rapid City, SD - HM
8/12	Rocky Mountain Speedway, Denver, CO - HM
8/19	Indiana State Fairgrounds, Indianapolis, IN - M
8/27	4-H Fairgrounds, Goshen, IN - HM
9/3	Illinois State Fairgrounds, Springfield, IL - M
9/9	Williams Grove Speedway, Mechanicsburg, PA - HM
9/16	Eldora Speedway, Rossburg, OH - HM
9/23	Knoxville Raceway, Knoxville, IA - HM
9/30	Cal-Expo State Fairgrounds, Sacramento, CA - M
10/7	Pomona Fairplex, Pomona, CA - HM
10/15	Del Mar Fairgrounds, Del Mar, CA - M

Sport Cycles Racing, the Yamaha shop that backs former GNCC Champion **Fred Andrews**, has expanded its team for 1995. In addition to Andrews, **Tim Shephard** and four-time National Enduro Champion **Terry Cunningham**, the shop will now back **Tommy Norton** and **Doug Blackwell**. Both riders were supported by Kawasaki Team Green last year.

MOVED: The sales department of Regina USA, Inc., to 401 Academy Street, P.O. Box 109, Cambridge, MD 21613. The new telephone numbers are 410/221-2800 and 410/221-2801 (fax), effective January 19.

CORRECTION: The correct name of Team North County Yamaha's motocross/supercross squad is Team NCY/Primal Impulse/Yamaha. We referred to the team incorrectly in last week's supercross preview.

HIRED: Elizabeth Brassett, by American Suzuki Motor Corporation as an advertising coordinator in the motorcycle and ATV advertising department. Brassett will be primarily responsible for Suzuki's dealer co-op advertising program.

HIRED: Lee Parks, as managing editor of Motorcycle Consumer News. Parks was formerly the editor of Motorcycle Product News and he replaces Vince Iorio, who has been hired by Kawasaki.

CANCELLED: The final round of the 1995 Action Sports Indoor MX Series in Louisville, Kentucky, originally scheduled for February 4-5.

AUTOGRAPH SIGNING: At Honda Kawasaki Sportscenter at 24427 Rockfield in Lake Forest, California, from 7:00 p.m. to 8:00 p.m., January 27th. Team Kawasaki's Mike Kiedrowski, Mike LaRocco, Robbie Reynard and Ryan Hughes are scheduled to appear. For more information call 714/859-3186.

AUTOGRAPH SIGNING: At Orange County Suzuki in Costa Mesa, California, on Friday, January 27th, from 6:00 p.m to 7:00 p.m. Team Suzuki riders Greg Albertyn, Damon Huffman, Tim Ferry, Craig Decker, Ezra Lusk and Team Manager Roger DeCoster are scheduled to appear. For more information call 714/646-2428.

MOVED: Tony D Motocross Schools to 345 John Hyde Road, New Windsor, Maryland 21776. For more information call 410/635-6916.

AUTOGRAPH SIGNING: At Anaheim Yamaha, on January 27, from 6:30 p.m. to 8:00 p.m. Scheduled to appear are Team Yamaha's Jeff Emig, John Dowd and Kevin Windham. For more information call 714/563-1700. CN

CYCLE NEWS

America's weekly motorcycle newspaper

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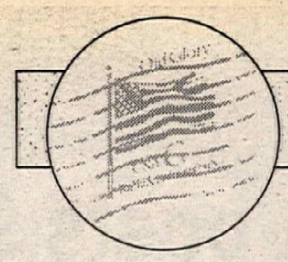

VOICES
Letters to the editor

Thanks from the Emde family

On behalf of my entire family, I wanted to say thanks to everyone in the motorcyle fraternity for all the support and kind words following the passing of my father, Floyd Emde, on Christmas Eve. Even with two years to prepare for that moment, when it happened it was still a very hard thing to handle. The support of Floyd's many friends in the sport and business helped us all a great deal.

We wanted to especially say thanks to the following people:

To the members of the San Diego Antique Motorcycle Club for their help in getting the word out about the services. It was a great turnout. Also, thanks for the checkered flag bouquet - it was perfect.

To "New York Mike" and his crew at San Diego Harley-Davidson for turning out at the services on their bikes. Also for dedicating the ice races to Floyd.

To Bob Tryon and Tom Hensley for bringing out Floyd's race bikes. It added a lot of character to the event.

To all of the other motorcyclists who rode to the services and participated in the last roar of the engines for Floyd at his grave site. He would have loved it.

To everyone else who came to the services, sent flowers, donations and/or cards, or for the nice phone calls. It all helped.

I feel very lucky to have had a dad like Floyd who I could share so much with throughout my life. The same goes for my brothers and sisters. Motorcycling was a common thread that wove through us all and we shared so many great moments together at motorcycle events and/or in our motorcycle stores in the San Diego area.

He loved the motorcycle sport and business so much... it's all he really ever did. We felt it was fitting to decorate his coffin with AMA, Harley-Davidson and Indian decals for his final send off. It was so reflective of his life. I'm not sure everyone at his service knew why we wanted to do this and I think if I tried to explain it, they wouldn't understand anyway.

Thanks Floyd for all you did. Godspeed.

Don Emde
Laguna Niguel, CA

The battle continues...

AHRMA is the registered owner of the term "Battle of the Legends" which is sponsored by BMW. AHRMA makes the decisions as to which riders we will honor by inviting them to ride in the "Legends." Our choice has already been made before we meet with the BMW and Daytona management.

Over the four-year life of the event we have had 21 riding Legends. We only honor 10 riders at each event. Hence you will understand that we rotate people in and out. Each of the Legends is considered for all events but we do like to bring one or two new people in each year. No one has a guaranteed place.

This year the Legends who will not be riding are Hugh Anderson, Walt Fulton, Dick Klamforth, Kurt Leibmann, Dick Mann, Bart Markel, Reg Pridmore, Phil Read, George Roeder, Walter Villa and Walter Zeller. We try to pay homage to those people who have contributed in a meaningful way to motorcycle road racing history and can still turn a reasonable lap time. No rider has yet complained about making room for someone else to share a little of the limelight. Your correspondent (Voices, Issue #1, January 11) has chosen to use words such as "mean spirited action," "nasty behavior," and "destructive." I think he misunderstands what we are trying to achieve.

The Legends is not run so riders can rebuild or repair careers, it's too late for that! It is run for the fans to have an opportunity to applaud these great men out on the track again. Nostalgia comes into it all and some echo of the past is brought into the fans and riders present. The whole idea is intended to be fun - no one should take it too seriously.

Jeff Smith
Executive Director, AHRMA
Wausau, WI

Dual sport dilemma

I have been an AMA member for 30 years. I have enjoyed my motorcycling experiences, along with other members of my family, immensely. During these years I have enjoyed participating in enduros, flat track, motocross, trials, and hare scrambles. Recently, my friends and I have been going to some of the National Dual Sport rides. It is now my understanding that in 1996 only *manufactured dual sport motorcycles* will be allowed to be entered in the National Dual Sport events. I am deeply concerned that this is a short-sighted decision.

I have just purchased a 1995 Honda XR250. This is just perfect for me to ride enduros, hare scrambles and dual sport. My daughter is just beginning her riding and we are planning to go together with her XR200. We put lights on it, plated it, added a horn and mirror and are looking forward to spending some weekends at selected National Dual Sport rides this year and beyond. These motorcycles are quiet and environmentally friendly. I know these are not 100 percent street legal, but we can do some more alterations if necessary.

A friend of mine just bought the complete dual sport conversion kit on his XR for the upcoming season. He would also be closed out and I cannot understand why. Other types of events do not have these restrictions. Motocross bikes are allowed in enduros with a few alterations and there are a lot of examples like that.

Suzuki has done a wonderful job of promoting this new type of event and I would hope they did not put pressure on the AMA to gather a few more sales. If I cannot ride the four or five events I am planning to ride, then the AMA has just closed me out of about 1000 miles of trail. The government has been closing us out for years and now so is the AMA.

Finally, I have a few suggestions for the AMA to consider.

1. Give clubs guidelines but not mandated rules. If a club feels it needs to have only manufactured dual sport bikes then so be it; 2. If you are going to have a rule, modify it, don't make it so sweeping. There is almost no difference between an XR250 and an XR250L; 3. Please be open to suggestions. We have a year to hash this out and make changes before this rule goes into effect.

I encourage everyone who has an interest in this very enjoyable type of motorcycling to send their comments to the AMA - as I will.

Terry R. Flynn
Fort Wayne, IN

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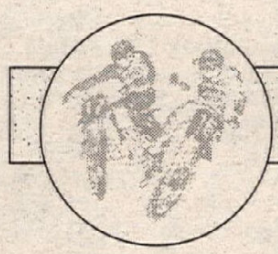

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ON THE FRONT COVER

Team Honda/1-800-COLLECT's Jeremy McGrath started the 1995 supercross season just as he did in '94, with a victory at the season-opening Orlando Supercross. Inset photo: Tim Ferry (23) and Mickael Pichon (101) battled for the 125cc honors. Ferry scored the win. Photos by Kinney Jones.

DUCATI WINS AGAIN!

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1994 AMA Superbike Champion
1994 AMA Superbike Manufacturers Champion

1994 World Superbike Champion
1994 World Superbike Manufacturers Champion

Round 1: Citrus Bowl

SUPERMAC

Jeff Emig (6) led into the first corner of the first supercross of the season at the Florida Citrus Bowl. Emig, however, crashed shortly after this photo was taken, giving way to Ezra Lusk (24) and eventual winner Jeremy McGrath (1).

ORLANDO, FL, JAN. 14

With each new year hope springs eternal. For those longing that 1995 would bring an end to Jeremy McGrath's complete domination of Supercross racing, that hope lasted exactly 14 days and ended on a rainy night in central Florida.

"They had a little hope, but I shut 'em down," McGrath boldly stated after putting serious doubt back into the minds of his rivals with a stunning victory at the Florida Citrus Bowl in the opening round of the U.S. Supercross Series.

Two weeks into the New Year and it's already beginning to look a lot like the Old Year. McGrath and his 1-800-Collect-backed Honda started 1995 just like they began 1994 - with a win in Orlando - and it wasn't the sort of win that would inspire much confidence in those trying to stop the McGrath freight train. The two-time and defending AMA Supercross National Champion was in the right place at the right time in the first corner, sliding around on the outside as Team Yamaha's Jeff Emig crashed and threw up a temporary road block - and then he was gone, taking the lead for good only a half lap into the 20-lap final. The win was the 24-year-old's 20th, moving him to within eight of Rick Johnson's record of 28 career Supercross wins.

A self-proclaimed "lucky second" went to Team Kawasaki's Mike

By Paul Carruthers • Photos by Kinney Jones

Kiedrowski. The Californian ended the first lap in seventh, fought his way up to third and then inherited second when his teammate Mike LaRocco crashed at the halfway mark. LaRocco's crash, caused by a hay bale string melting into his rear brake pads, ended any real hope of a battle at the front - but even then the chances were fairly remote. By the time LaRocco moved into second place, he trailed McGrath by some six seconds and that gap never got any smaller than 5.75 seconds.

A surprise and popular third place went to Team Noleen/Sizzler/Yamaha's Larry Ward. The Washington native was one of those who was seriously balked by the Emig crash, and he completed the first lap way back in 12th place. His climb to third place was steady if not dramatic, and he finally moved by the slowed LaRocco on the 13th of 20 laps - putting the finishing touch on a race which was nearly a mirror image of his outing last year at the Florida Citrus Bowl. In that race, Ward led the first seven laps of the 1994 series opener before crashing and ending up 17th.

With LaRocco nursing his KX250 and its malfunctioning rear brake to fourth place, fifth went to Team Honda/1-800 Collect's Doug Henry, with the two-time 125cc National MX Champion admitting to riding "a little tight" in the series opener.

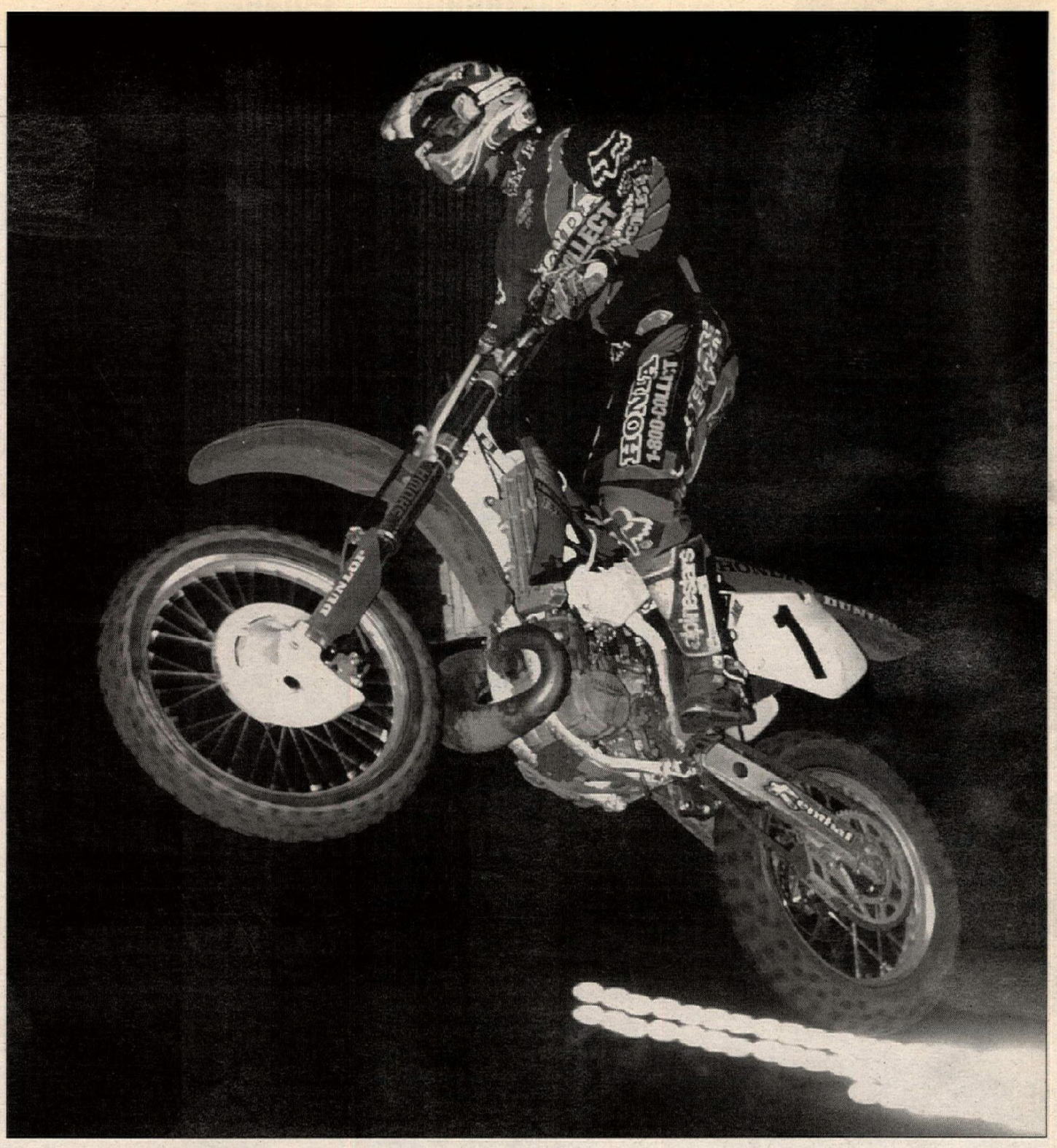
Sixth place went to Team Kawasaki's Ryan Hughes with the Californian coming out on top of a duel with Honda of Troy's Mike Craig and Team Noleen/Yamaha's Kyle Lewis, the pair of privateers finishing seventh and eighth, respectively. Team Yamaha's Emig recovered from his nasty first-corner crash to finish ninth after being left well behind the pack. New Englander John Dowd completed the top 10 in his first Supercross outing as a full-fledged member of Team Yamaha.

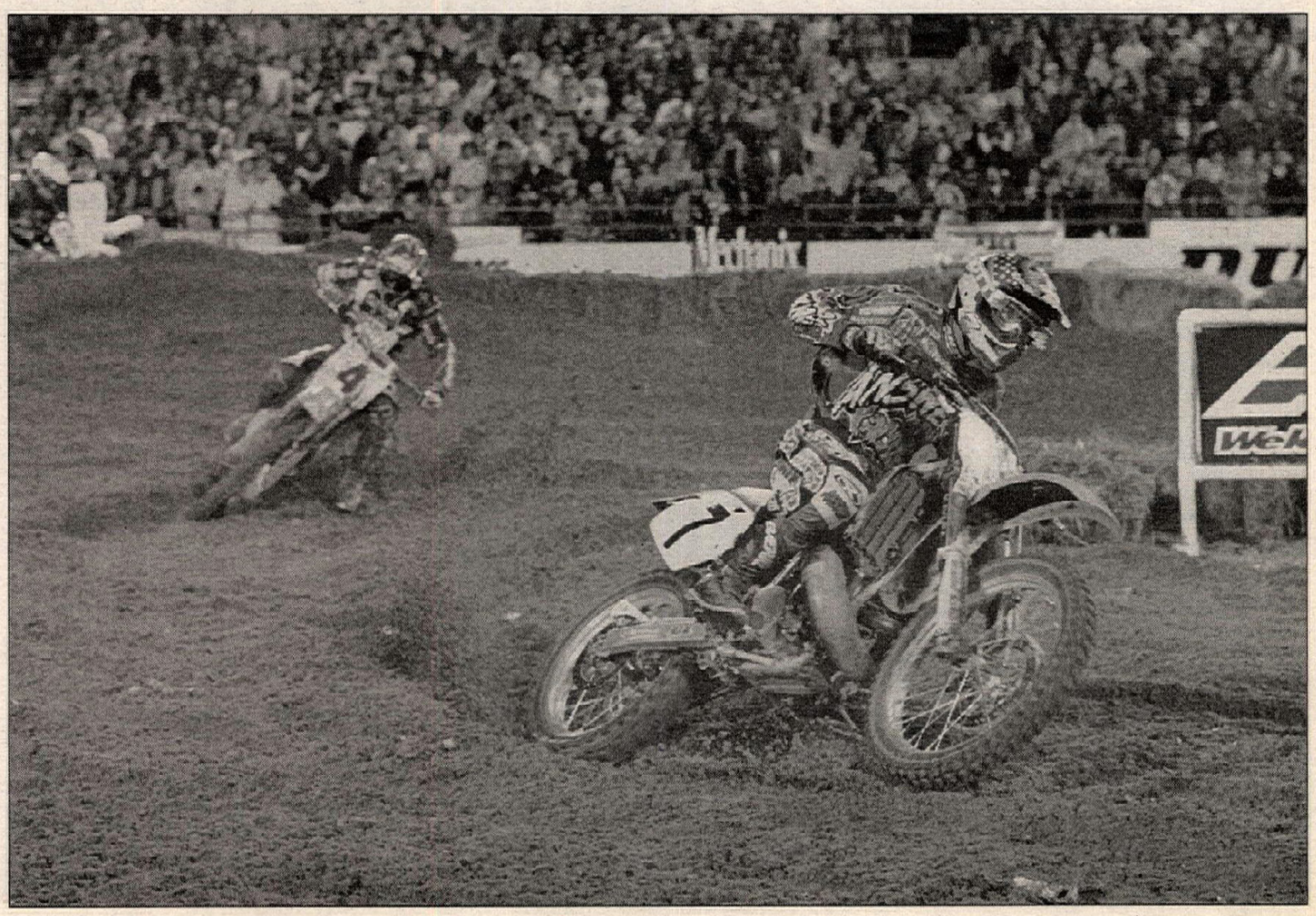
Notably missing from the final results was three-time World Champion Greg Albertyn. Looking somewhat like a bull in a china shop during practice for his first-ever AMA Supercross, the South African was soon on the pace and was very much a factor by the time the qualifying races were run. In his heat race he battled for the lead until crashing, but it was a second get-off in that same race that ended his debut prematurely and left him in considerable pain. The likable Albertyn was transported to a local hospital with what team manager Roger DeCoster labeled a severely separated shoulder; just how long the injury will keep him out of action remains to be seen.

As dominant as McGrath was in the 250cc class, local hero Tim Ferry was his equal in the 125cc division. The 19-year-old showed his speed early in the evening by winning his heat race after a bashfest with Mike Brown, and in the final he was untouchable. The resident of nearby Palm Harbor, Florida, nailed down the holeshot on his factory Suzuki and was never headed. French teenager, Mickael Pichon, finished a comfortable second on the SplitFire/Pro Circuit Kawasaki with Team Yamaha's Kevin Windham making his new employers proud with a third-place finish in his professional Supercross debut.

250cc HEATS

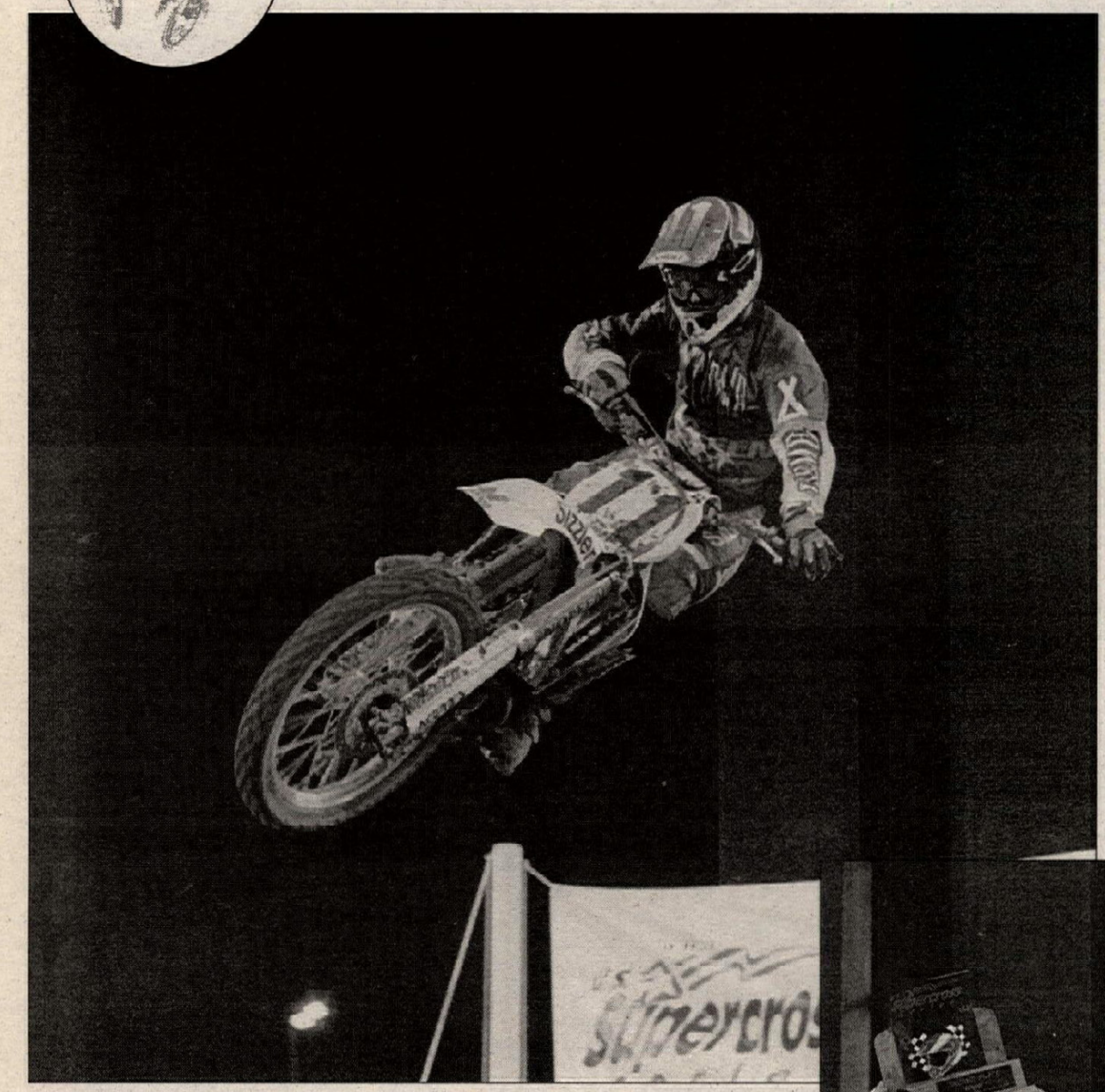
Rain, rain go away was the order of the day with showers engulfing the area on Friday night and continuing throughout Saturday. The track was covered in plastic for most of Saturday and practice was delayed some three hours, and cut to only one session.





(Above) Jeremy McGrath easily won the opening round on a rainy night in Orlando. (Below) Mike Kiedrowski finished a strong second after moving past Doug Henry (4) and his teammate Mike LaRocco.

Round 1: Citrus Bowl



(Left) Larry Ward was impressive in Orlando; he was balked at the start when Jeff Emig crashed, but he recovered to finish third.
(Below left) Greg Albertyn suffered a severely dislocated shoulder when he crashed during his heat race.
(Below) The top three - Kiedrowski, McGrath and Ward celebrate on the winner's podium.

Although LaRocco charged hard, there was no catching Lusk, and Suzuki had themselves a heat-race victory. Kiedrowski ended up third with Henry holding on to fourth and the final direct transfer position.

Emig showed that his fast-starting skills hadn't eroded over the off-season as he jetted toward turn one with the lead in the second 250cc heat race. He was shadowed in the first corner by Honda/1-800-Collect's Steve Lamson and the star of the show, McGrath. Emig started to pull away with McGrath getting past his teammate Lamson on the second lap. Lamson hit the deck momentarily on the third lap, but was quickly back up without losing a position. By this time, Ward and Team Suzuki's Damon Huffman had moved into fourth and fifth, respectively, with a pass on the impressive Frenchman Frederic Bolley.

At the start of the fifth lap, McGrath dove inside Emig to take the lead in the tight left-hander that immediately followed the finish-line jump. There was no quit in Emig, though, as he very nearly tripled over the head of McGrath half a lap later. Huffman also moved past Ward and into third, a position he would hold to the end.

Mother Nature was kind enough to allow most of the racing to be held without precipitation, and that included the two 250cc heat races. Despite the inclement weather, 30,512 spectators came out to witness the action.

The first of the two eight-lappers was a sight for sore eyes with two Suzukis out front for most of the race. Initially, though, it was Henry and the Honda out front, with Albertyn tucked in behind. Ezra Lusk quickly rebounded from a first-lap bobble to move into third on the second lap, and both of the Suzuki teamsters bolted past the factory Honda by the end of the lap. Those two continued to go at it until the sixth lap, when Albertyn had the first of his two crashes, a slow wash-out in the first corner.

The man on the move was the slow-starting LaRocco; sixth after one lap, the Kawasaki pilot was up to fifth on lap three, fourth on lap five and second on lap seven. It was on the seventh lap that Albertyn suffered injury, the South African walking off the track with his arms raised over his head in typical shoulder-injury style.

Emig slowly but surely lost ground to McGrath, and the popular champion started to entertain the crowd with three laps remaining in the race; a nac-nac here, a nac-nac there...

Mike Craig and his Honda of Troy CR250 were simply in a class of their own in the first of two 250cc semis. The Southern Californian nailed down the holeshot and then simply vanished, putting on a display of showmanship that surpassed even McGrath's. Second place turned into a Dowd vs. Lewis battle, with Dowd ending up taking the position. Lewis was third with Buddy Antunez fourth and Todd DeHoop fifth.

The Honda of Troy steamroll continued with Brian Swink following teammate Craig's example to win the second semi. Larry Brooks was the first to exit the first corner, but Swink quickly moved by over the first set of triple jumps to take the lead. It was one he would never relinquish. Brooks held on to second place for two laps before Ward took over the runner-up spot. Brooks then fell into the grasp of Hughes, who took over third place on the

fourth lap with Bolley also hot on the trail. The top five at the finish read: Swink, Ward, Hughes, Brooks and Bolley.

The Last Chance Qualifier would be the final opportunity for Phil Lawrence to make the main, and he did just that. Though Jeff Dement and the factory KTM were the first to enter turn one, it was Lawrence and his privateer Kawasaki who exited first. From there it was no contest as Lawrence ran away to victory. Dement did, however, manage to get the KTM into the feature by securing the 20th and final starting spot.

250cc FINAL

After all the pomp and circumstance, the 250cc final got underway following one final pre-race shower. When the gate dropped, it was Emig with the best reaction and he led the 20-rider field into turn one. But that lead was short-lived as he lost the front end on the Yamaha and crashed hard.

"I had the holeshot - I was there, dammit," Emig said later. "I got into turn one pretty hot, but they graded the first turn and the rut was gone. I've done that three times in a row now at this race."

Emig remounted, but his chances for victory were shot. Still, he managed to fight through to finish ninth: "I just knew that I had to start passing guys. It was hard to pass because it was super rutted, but I felt good. I'm happy with my riding."

Surprisingly, it was Lusk with the lead following the Emig melee in turn one. DeHoop was the next to depart, crashing off the track through the first triple-jump section; he would remount to finish an eventual 18th.

The second rider to lead before a single lap had been completed was Lewis, but soon it was you-know-who out front - Mr. McGrath. The Californian took over prior to the end of the opening lap and he was never headed. He quickly opened up a 2.7-second gap on Lewis on the second lap and that lead was stretched to 6.15 seconds by the time LaRocco took over the runner-up spot on the fourth lap.

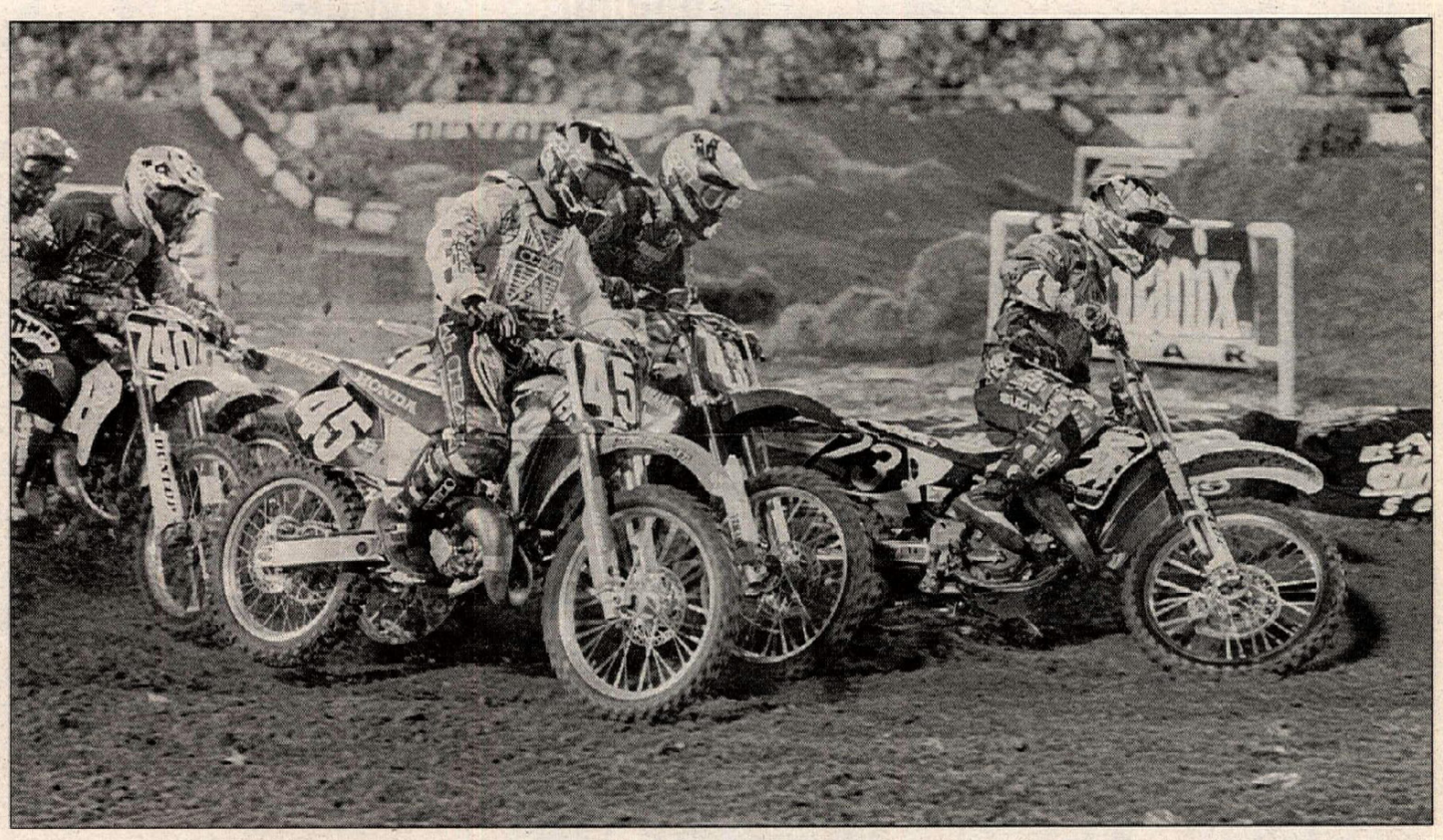
"A couple of guys were falling on the first lap," McGrath said. "I just stayed up. LaRocco started to get a little closer, but then the pit board said 'plus-16.' Then I just started cruising. I wasn't worried about the rain - I knew we'd get at least 10 good laps in even if it did rain. I'd like to make this a habit."

That's the last thing LaRocco wants. Just when it seemed as though LaRocco would begin to mount a charge on his Honda-mounted rival, trouble struck as he crashed in a slow left-hand corner.

"A hay bale string got in the back brake and melted in the pads," said Mike LaRocco Sr., LaRocco's father and mechanic.

"It was fading and I had no brake off the finish-line jump," LaRocco said. "That's why I crashed. The second half is my half of the race. I'd like to think I could have caught him (McGrath). I didn't want him to start the season on a high. It's definitely disappointing."

With LaRocco picking up his bike, Kiedrowski moved by to take over second place. From then on his ride would be an uneventful one, except for a broken knee brace that left him feeling somewhat vulnerable: "I'm not up to speed," Kiedrowski said. "But I was faster in the end. I was lucky to get second with Mike going down, but at least I was up there with the runners tonight. I'll do better at some of the other tracks; this one's a little sandy. It's a series and I look more at the championship than just this race. I feel good, I know what I need to work on."



Tim Ferry (23) nailed down the holeshot and was never headed in the 125cc Final. Kevin Windham (43) and Jim Neese (45) chase Ferry into the first corner. Windham finished third in his professional supercross debut; Neese finished seventh.

While Kiedrowski's ride to second place was rather uneventful, Ward's charge though the pack was anything but, after getting caught up in the Emig mess at the start: 12th, 10th, seventh, sixth, fifth, fourth and then third - all in 12 laps. Not bad for a man not known for his late-race strength, though a new training regimen with team owner Clark Jones may have changed that.

"I got stuck on a hay bale," Ward said of the turn-one incident. "I gassed it and it (the bale) fell apart - I think I was about 18th or 19th. The first couple of laps I was having trouble. I was using the clutch too much and it got some play in it. Then things started going my way. I was really fast through the whoops. Last year I led for seven laps, looped out and ended up 17th, so this is a much better start."

LaRocco was Ward's final hurdle en

The rise and fall of Greg Albertyn

Perhaps the biggest question mark going into the opening round of the U.S. Supercross Series was the one hanging over the head of Team Suzuki's Greg Albertyn (right). After all, the South African had never before competed in a supercross race in the U.S., and had only a few supercrosses under his belt in Europe. Because of his inexperience indoors, not many were predicting that Albertyn would pose any kind of a threat to the supercross series regulars at Orlando, in spite of the fact he is a three-time World Champion.

Albertyn took his U.S. supercross debut all in stride. He spent much of the day hanging out with fans and making new friends, and was obviously quite loose and relaxed. His easygoing character and amusing sense of humor made him an instant hit at Orlando, with fans and media alike.

Still, his cool nature came as somewhat of a surprise, considering the fact that the cards were stacked heavily against him at Orlando. For one, he had never before seen the Citrus Bowl track (or any SX track in the U.S. for that matter). In addition, he was adjusting to an entirely different racing scene and lifestyle; he was undergoing the transition of going from one of the top motocross racers in Europe, to a supercross underdog in the U.S.; and to make matters worse, he had very little time to brush up on his supercross skills during the off-season as a broken left wrist late last year put a serious dent in his training schedule. According to Roger DeCoster, the new race team manager at Suzuki, Albertyn had little time to practice before Orlando.

"Greg had only one day of supercross practice before today," said DeCoster. "Mainly because of his wrist, and we just finished building our supercross practice track - but it's been raining so much in California, we haven't been able to ride on it."

"I still feel pretty good," said Albertyn. "But I wish I had more time for preparation. My wrist is good now, and I think after a couple of races I'll be right there."

During practice, Albertyn surprised many by going out and quickly jumping all of the risky doubles and triples.

"Yeah, I didn't feel too bad out there," Albertyn said following practice. "It's just a matter of doing it for 20 laps, that's the question. Putting in a few good laps, no worries."

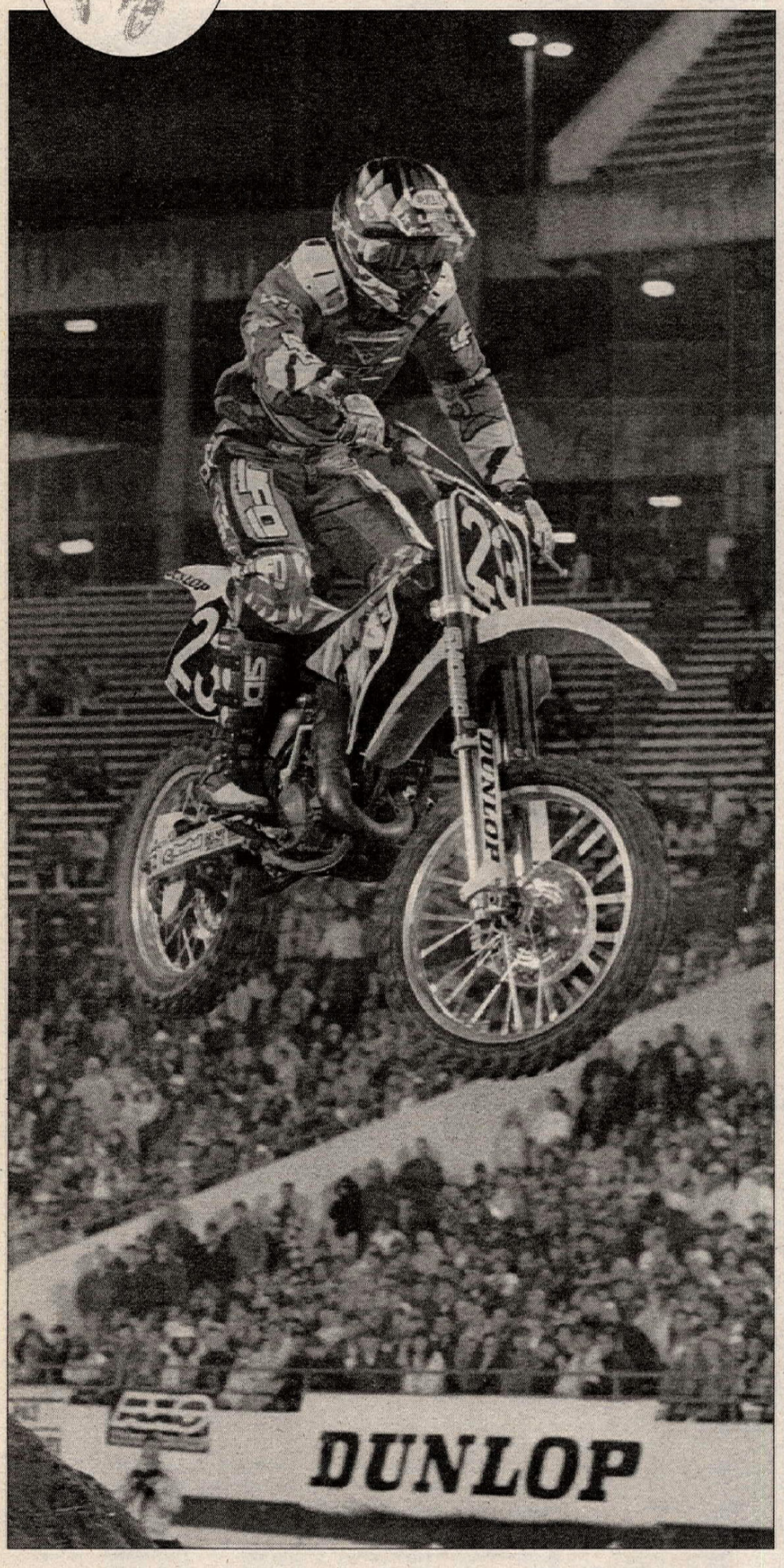
"Albee" continued to surprise people by going out and winning his preliminary heat race, which is used to seat unseeded riders into the night's program. He continued to amaze everyone by going out in the first heat race and passing Doug Henry for the lead, then battling back and forth with teammate Ezra Lusk for the top spot. Eventually, Lusk broke free of Albertyn, who looked to be headed for a sure second-place finish. Albertyn was showing skeptics that he certainly has the speed to run with the leaders, though he did look as though he was riding on the ragged edge.

On the fourth lap, however, things began taking a turn for the worse for Albertyn. He lost the front end of his Suzuki in a turn and dropped back, then disaster struck when, about a lap later, he landed short over a double jump, was spit off his bike and his body slammed into the face of a jump. He quickly jumped to his feet but was in obvious pain, the result of a dislocated shoulder. Believe it or not, things got even worse for the series newcomer.

According to Suzuki team member Ray Tetherton, "Greg went straight to the ambulance, but there were cars blocking the ambulance so we couldn't go anywhere. So we had to walk out of the stadium, across the street and wait for an ambulance to pick us up on the curb. He (Albertyn) couldn't believe this was happening, but he never lost his sense of humor. 'We're going to get bloody pneumonia out here,' he joked. I assured him this wasn't normal. We waited about 15 minutes until an ambulance arrived and took us to the hospital. He, and his mechanic Ian (Anderson), joked around with the nurses and kept them - and me - laughing the whole time. He wanted to get back in time to watch the main."

So what looked to be a brilliant and surprising start to Albertyn's new U.S. Supercross career ended in the emergency room. But if those first few laps give any indication of what is to come from the likable South African, he could go a long way toward making this a very interesting year of supercross.

Round 1: Citrus Bowl



(Left) Tim Ferry thrilled the homestate fans with his runaway win.
(Above) French teenager Mickael Pichon ended up second in the 125cc Final.
(Below - from left to right) The spoils of victory went to Mickael Pichon, Tim Ferry and Kevin Windham.

route to the winner's podium, and he took care of the factory Kawasaki rider on the 12th lap. LaRocco, though, was safe from further attack as Henry never threatened from fifth place: "I was a little off at the start," Henry said. "It was an exciting race for me. I knew I would ride tight tonight and I did, but I'm happy that I had energy at the end. My stomach problem was not a problem tonight. I think we have it under control."

Hughes started ninth, and eventually finished sixth, just ahead of Craig, Lewis and Emig. Dowd ended up 10th.

One of the factory men who failed to finish was 125cc Western Regional Champion Damon Huffman. The Suzuki factory rider crashed hard on the ninth lap and was forced out with a bloodied nose: "I got a bad start and was catching up pretty good," the teenager said. "I fell in a rhythm section; I landed too far over a double and got kicked forward because my weight was too far back. I got a bloody nose; it hurt."

125cc FINAL

Action from the 125cc heat races led many to believe that the final would be a thriller. Wrong. Tim Ferry had other ideas. The Suzuki factory rider grabbed the holeshot and rode off into the Florida night. End of story.

"It may have looked easy, but it wasn't," Ferry said. "I got tight towards the middle - and I had a lot of trouble with lappers. I knew Pichon was behind me, but from the heat race I didn't think he'd be that fast."

Pichon didn't do much to add excitement either. Although the young Frenchman couldn't catch Ferry, he had enough speed to easily keep those who battled for third well behind him. And it was that battle for third that provided the only excitement in a class usually filled with thrills.

"I made a good start," said Pichon, who lives in Le Mans, France. "But after five laps I - how you say? - twist my ankle in a corner. It was not smart to make a big risk. There are still nine races and it wasn't necessary to win tonight - making second is okay."

Jim Neese took the first turn running third; then England's James Dobb took a shot at the position. On the fifth lap, Team Kawasaki's Robbie Reynard went into the third spot and he seemed destined to make it stick. His undoing came on the 12th of 15 laps, when he crashed hard over the first set of triples while trying to catch Pichon. The crash put him out of the race and into the hospital with a broken collarbone.

By then Windham had worked clear of Dobb and Brown. The youngster managed to hold on to the final rostrum spot, beginning his professional supercross career with a result that backed up what was a stellar amateur career. Dobb and Brown rounded out the top five.

"I had butterflies up until the gate dropped," Windham admitted. "It felt like I was fifth or sixth for most of the race. I didn't know I was third until the race was over. I started good, but I made a few mistakes. I left some doors open and some people took 'em. This is awesome. You can practice supercross all you want, but until you're on the line with all the big names, it's not the same." CN

Florida Citrus Bowl
Orlando, Florida
Results: January 14, 1995 (Round 1 of 15)

125cc HEAT 1 (6 laps, top 9 transfer): 1. Tim Ferry (Suz); 2. Mike Brown (Hon); 3. Mickael Pichon (Kaw); 4. Jeff Curry; 5. Mike Treadwell (Suz); 6. Greg Rand (Suz); 7. Nathan Ramsay (Suz); 8. Barry Carsten (Suz); 9. Terry Parsons (Hon); 10. Jim Neese (Hon); 11. Mike Katin (Hon); 12. Adam Bechdel (Hon); 13. Chris Brown (Yam); 14. Joel Dengler (Suz); 15. Ryan Duff (Kaw); 16. Andre Pene (Suz); 17. John Fesler (Yam); 18. Matt Shoe (Suz); 19. Ty Wallace; 20. Steven Herman (Suz).
Time: 6 min., 14.98 sec.

125cc HEAT 2 (6 laps, top 9 transfer): 1. Robbie Reynard (Kaw); 2. Kevin Windham (Yam); 3. James Dobb (Hon); 4. Jim Chester (Suz); 5. Davey Yezek (Suz); 6. James Eickel; 7. Bill Wallin (Kaw); 8. Robbie Skaggs (Kaw); 9. Jeff Yentzer (Kaw); 10. Gaylon Dickson (Yam); 11. Patrick Hizel (Hon); 12. Tony Lorusso (Suz); 13. Joe Oehlhof (Hon); 14. Blane Armbruster (Hon); 15. Jason Dodds (Yam); 16. Mike McDonald (Suz); 17. Lenny Bakes (Suz); 18. Chad Kresge (Hon); 19. Jim Povolny (Kaw); 20. Michael Peat (Hon).
Time: 6 min., 15.48 sec.

125cc LCQ (4 laps, top 4 transfer): 1. Jim Neese (Hon); 2. Tony Lorusso (Suz); 3. Andre Pene (Suz); 4. Ty Wallace; 5. Gaylon Dickson (Yam); 6. Adam Bechdel (Hon); 7. Chris Brown (Yam); 8. Blane Armbruster (Hon); 9. Joel Dengler (Suz); 10. Joe Oehlhof (Hon); 11. Mike Catin (Hon); 12. Steven Herman (Suz); 13. Ryan Duff (Kaw); 14. Matt Shue (Suz); 15. James Dodds (Yam); 16. John Fesler (Yam); 17. Mike McDonald (Suz); 18. Lenny Bakes (Suz); 19. Patrick Hizel (Hon); 20. Chad Karesge (Hon); 21. Michael Peat (Hon); 22. Jim Povolny (Kaw).
Time: 7 min., 56.56 sec.

125cc MAIN (15 laps): 1. Tim Ferry (Suz); 2. Mickael Pichon (Kaw); 3. Kevin Windham (Yam); 4. James Dobb (Hon); 5. Mike Brown (Hon); 6. Davey Yezek (Suz); 7. Jim Neese (Suz); 8. Barry Carsten (Suz); 9. Ty Wallace (Hon); 10. Nathan Ramsey (Suz); 11. Bill Wallin (Kaw); 12. Jeff Curry (Hon); 13. Andre Pene (Suz); 14. Jeff Tentier (Kaw); 15. Mike Treadwell (Suz); 16. Robbie Skaggs (Suz); 17. Tony Lorusso (Hon); 18. Terry Parsons (Hon); 19. James Eickel (Suz); 20. Greg Rand (Suz).
Time: 15 min., 31.69 sec.

250cc HEAT 1 (8 laps, 4 riders transfer): 1. Ezra Lusk (Suz); 2. Mike LaRocco (Kaw); 3. Mike Kiedrowski (Kaw); 4. Doug Henry (Hon); 5. Phil Lawrence (Kaw); 6. Todd DeHoop (Hon); 7. Buddy Antunez (Hon); 8. Keith Johnson (Kaw); 9. Mike Craig (Hon); 10. Josh Steel (Hon); 11. John Dowd (Yam); 12. Kyle Lewis (Yam); 13. Travis Blackburn (Kaw); 14. Brian Austin (Hon); 15. Kevin Crine (KTM); 16. Bill Wallin (Kaw); 17. Brian Manley (Kaw); 18. Christopher Pomeroy (Yam); 19. Gaylon Dickson (Yam); 20. Greg Albertyn (Suz).
Time: 8 min., 11.66 sec.

250cc HEAT 2 (8 laps, 4 riders transfer): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Steve Lamson (Hon); 4. Damon Huffman (Suz); 5. Larry Ward (Yam); 6. Ryan Hughes (Kaw); 7. Frederic Bolley (Yam); 8. Mike Fisher (Kaw); 9. Larry Brooks (Yam); 10. Brian Swink (Hon); 11. Lance Smail (Hon); 12. Mike Katin (Hon); 13. Tony Amaradio (KTM); 14. Cliff Palmer (Hon); 15. Dag Boyesen (Yam); 16. Mike Treadwell (Suz); 17. Gene Naumec (Yam); 18. Jeff Dement (KTM); 19. Kenny Yoho (Suz); 20. David Castillo (Kaw).
Time: 8 min., 2.11 sec.

250cc SEMI 1 (6 laps, 5 riders transfer): 1. Mike Craig (Hon); 2. John Dowd (Yam); 3. Kyle Lewis (Yam); 4. Buddy Antunez (Hon); 5. Todd DeHoop (Hon); 6. Phil Lawrence (Kaw); 7. Brian Manley (Kaw); 8. Josh Steel (Hon); 9. Brian Austin (Hon); 10. Bill Wallin (Kaw); 11. Travis Blacburn (Kaw); 12. Christopher Pomeroy (Yam); 13. Keith Johnson (Kaw).
Time: 5 min., 58.83 sec.

250cc SEMI 2 (6 laps, 5 riders transfer): 1. Brian Swink (Hon); 2. Larry Ward (Yam); 3. Ryan Hughes (Kaw); 4. Larry Brooks (Yam); 5. Frederic Bolley (Yam); 6. Cliff Palmer (Hon); 7. Lance Smail (Hon); 8. Gene Naumec (Yam); 9. Mike Fisher (Kaw); 10. Jeff Dement (KTM); 11. Mike Treadwell (Suz); 12. Kenny Yoho (Suz); 13. Dag Boyesen (Yam); 14. Tony Amaradio (KTM); 15. Mike Katin (Hon); 16. David Castillo (Kaw).
Time: 6 min., 2.30 sec.

250cc LCQ (6 laps, 2 riders transfer): 1. Phil Lawrence (Kaw); 2. Jeff Dement (KTM); 3. Cliff Palmer (Hon); 4. Gene Naumec (Yam); 5. Keith Johnson (Kaw); 6. Josh Steel (Hon); 7. Bill Wallin (Kaw); 8. Lance Smail (Hon); 9. David Castillo (Kaw); 10. Dag Boyesen (Yam); 11. Brian Austin (Hon); 12. Travis Blackburn (Kaw); 13. Gaylon Dickson (Yam); 14. Mike Treadwell (Suz); 15. Christopher Pomeroy (Yam); 16. Mike Katin (Hon); 17. Kenny Yoho (Suz); 18. Mike Fisher (Kaw); 19. Brian Manley (Kaw).

250cc MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Mike Kiedrowski (Kaw); 3. Larry Ward (Yam); 4. Mike LaRocco (Kaw); 5. Doug Henry (Hon); 6. Ryan Hughes (Kaw); 7. Mike Craig (Hon); 8. Kyle Lewis (Yam); 9. Jeff Emig (Yam); 10. John Dowd (Yam); 11. Brian Swink (Hon); 12. Buddy Antunez (Hon); 13. Phil Lawrence (Kaw); 14. Frederic Bolley (Yam); 15. Larry Brooks (Yam); 16. Ezra Lusk (Suz); 17. Steve Lamson (Hon); 18. Todd DeHoop (Hon); 19. Jeff Dement (KTM); 20. Damon Huffman (Suz).
Time: 20 min., 21.91 sec.

250cc SUPERCROSS SERIES C'SHIP POINT STANDINGS (After 1 of 15 rounds): 1. Jeremy McGrath (25/1 win); 2. Mike Kiedrowski (22); 3. Larry Ward (20); 4. Mike LaRocco (18); 5. Doug Henry (16); 6. Ryan Hughes (15); 7. Mike Craig (14); 8. Kyle Lewis (13); 9. Jeff Emig (12); 10. John Dowd (11); 11. Brian Swink (10); 12. Buddy Antunez (9); 13. Phil Lawrence (8); 14. Frederic Bolley (7); 15. Larry Brooks (6); 16. Ezra Lusk (5); 17. Steve Lamson (4); 18. Todd DeHoop (3); 19. Jeff Dement (2); 20. Damon Huffman (1).

125cc EASTERN REGION SERIES C'SHIP POINT STANDINGS (After 1 of 10 rounds): 1. Tim Ferry (25/1 win); 2. Mickael Pichon (22); 3. Kevin Windham (20); 4. James Dobb (18); 5. Mike Brown (16); 6. Davey Yezek (15); 7. Jim Neese (14); 8. Barry Carsten (13); 9. Ty Wallace (12); 10. Nathan Ramsey (11); 11. Bill Wallin (10); 12. Jeff Curry (9); 13. Andre Pene (8); 14. Jeff Tentier (7); 15. Mike Treadwell (6); 16. Robbie Skaggs (5); 17. Tony Lorusso (4); 18. Terry Parsons (3); 19. James Eickel (2); 20. Greg Rand (1).

Upcoming Rounds:
Round 2: Minneapolis, Minnesota - January 21
Round 3: Anaheim, California - January 28

Briefly...

As if he needed any help dept.: **Jeremy McGrath** went out and hired Gary Semics as a trainer prior to the opening round. "It's more of a physical fitness deal," McGrath explained. "It's diet and things like that. He's also worked on some of my technique. It's really just fine tuning. Like the tennis stars and their coaches - you just need a little fine tuning sometimes."

New KTM factory recruit **Tony Amaradio** had to work harder than most in his efforts just to qualify for the program. Since the Californian didn't contest the entire series last year, he didn't score enough points to allow him to move directly to the qualifying heats, forcing him to run the preliminary heat races. Amaradio's KTM seized in his first attempt to qualify, but his team changed the top end quickly enough for him to start and win the final elimination heat. Amaradio, however, failed to qualify for the final. "In the semi I came up a little short on a double and it tweaked my wrists," Amaradio said. "I blew it and I couldn't ride the LCQ. I'm still optimistic about the series. Supercross is still a little new to me."

Amaradio was one of the last riders to sign a factory contract for the 1995 MX season, the former privateer Kawasaki rider benefitting from a falling out between KTM and **Jeff Curry**. As a result of the last-minute deal, Amaradio had very little testing time on his new KTM mount prior to the opening round of the U.S. Supercross Series. This became very evident when Amaradio climbed aboard his bike just before practice, started it, then looked up at his mechanic and asked, "Which way do you turn the gas on?" He was referring to the bike's fuel petcock.

The surprise of the final in the opening laps was KTM's **Jeff Dement**. Dement ran near the front for the first few laps before getting tired. "I started pretty good," the first-year 250cc man said. "Speed is not a problem, my conditioning is. My tongue was in the sprocket. My goal is top 10 and a podium by my hometown race - the Houston Supercross. I had two ligament surgeries (on his knees) and have been off a bike for seven months. I only rode the bike one week before Orlando." Dement ended up finishing 19th.

Team Honda/1-800-Collect's **Steve Lamson** had a forgettable night in Orlando, finishing a lap behind in 17th place after injuring himself during a midweek practice crash. "Last week I cased a big triple and smashed my chest into the bars and tweaked both of my wrists," Lamson said. "I didn't ride all week and I was hoping to be okay. It hurt like hell tonight. I think a rib is broken and I'm going to the hospital. I started good, but got tangled with (Jeff) Emig in turn one. Then my chest started to hurt so bad - somehow I bent a fork tube. It was very hard to breathe."

Three-time Supercross Champion **Jeff Stanton** was in attendance at Orlando and enjoying his new role as an "advisor" for Team Honda/1-800-Collect. Stanton, who retired last year at the end of the season, was quite happy hanging out in the pits and signing autographs for his fans. When asked if he felt strange not suiting up and racing, he simply said, "No. I'm glad they're doing it and I'm not. People said I'd have a hard time adjusting, saying that once you have that competitive drive inside you it never leaves. But I'm having no problems adjusting at all. I've been playing basketball twice a week, riding bicycles, working out and just having fun. I'm really happy. My brother-in-law has an excavation business and I work heavy equipment for him; I like doing that. It keeps me busy. I don't like sitting around and not doing anything. I'll be going to 26 events this year, including five dual sport rides and all the major amateur (MX) events. So you'll see me at places like Loretta Lynn's."

Erik Kehoe also returned to the racing scene at Orlando. Last July, Kehoe crashed at a 250cc National and broke three vertebrae in his upper back. He had to have the damaged vertebrae fused together and still has two rods in his back. Kehoe is now the team manager for the Ohio-based Honda of Troy racing team and no longer competes on the AMA Supercross or National MX circuits. However, he did attempt to race a supercross in Germany a week before the Orlando SX. "As soon as I got to Germany, I woke up with the chickenpox and I couldn't race. I was so pissed." Kehoe did say that he'll compete in "fun" events, such as the Mammoth Mountain MX and selected Over 30 races.

Another in attendance was **Billy Liles**, who has been contesting the Grand Prix circuit in Europe for nearly a decade. However, it looks as though Liles won't be returning to Europe for the 1995 series. "If I got a good offer and have a chance to win the 500cc (World) Championship title, I'd go - but I've had no offers yet," said Liles. "Right now I'm working with Technosel here in the U.S., working directly with the Italians. I'd also like to run a motocross school, including a special class for guys who are about to turn pro - to teach guys what it's really like being pro. Things that I didn't learn until I was 27. I'd just like to give something back to the sport. Hey, I've got to look to the future; I've got a wife and a four-year-old daughter to think about." Liles also said he plans on competing at the Loretta Lynn's MX in Tennessee in August, where he'll compete in the 30+ and 250cc A classes. Liles now makes his home in Morganton, North Carolina. During his tour of duty in Europe, Liles and his family lived in Italy. Before that he lived in Georgia.

The title sponsor for the Orlando event was **Axo Sportswear**, which certainly made the flagmen on the track happy as each was given trick-looking Axo racing jerseys. They were obviously the most stylish flagmen the series has ever seen. According to Axo President **Jim Hale**, his company will also be the title sponsor for the Charlotte and Atlanta Supercrosses, as well as the Gainesville 125/250cc MX National in March. The U.S. Supercross Series is still seeking a series sponsor for 1995, so when Hale was asked if Axo might have plans of perhaps becoming the series sponsor, he replied, "We're certainly looking into the possibility. I'm really happy the way things worked out tonight and working with Bill West. The whole deal (becoming the event sponsor) came up quickly, and we certainly enjoyed the exposure. We (Axo) even built the podium for tonight's race."

There was plenty of secrecy in the **Honda** pits at Orlando. For most of the day, the Red Riders' pits were basically off limits to cameras and on-lookers. The bikes, as well as their entire pit area, was concealed by plastic tarps that hung down from the team's awning. Rumors say the team was testing special carburetors on their CR250s, but no one at Honda would say for sure. One thing we do know is that the entire factory team was using works Showa suspension components. An interesting development considering that, for the first time, the entire 1995 production line of CRs comes stock with Kayaba units.

Orlando also marked the debut of Honda team manager **Wes McCoy**, though his tenure as the replacement for the departed Dave Arnold is only temporary. McCoy, who served as the company's ATV team manager in the mid-80s, will run the team until a permanent team manager is hired. Due to the hiring freeze at Honda, existing employees will have first shot at the job before racing department manager Gary Mathers is allowed to look elsewhere. To further complicate things in the Honda compound, parts man J.C. Waterhouse was recently terminated, leaving the team in a lurch with more than just the team manager position. "Gary Martini is handling the parts," Mathers explained in Orlando. "He replaced J.C. when we terminated him 10 days ago. The thing with Dave (Arnold) we were expecting because he was just burned out. The thing with J.C. was a surprise; he was the best employee I've ever had at Honda. But everybody has jumped in and helped us, including the vendors. Some of the spares didn't arrive until today (Saturday)."

Now that **Camel** and **R.J. Reynolds** are no longer a part of the supercross series, neither is the yellow-on-blue number plate that used to be worn by the defending supercross champion, such as the current defender Jeremy McGrath. Instead, McGrath's Honda carries the same black-on-white color scheme as do all of the rest of the 250cc class bikes - thus picking out the champion from the other 19 bikes on the track was made more difficult.

Mike LaRocco was testing a windproof, water-resistant, yet breathable jersey at Orlando. The material was made by the same people who make Gore-Tex, but the Wind Stopper fabric used to construct the jersey is thinner and is "twice" as breathable as regular Gore-Tex, according to MS Racing's Lisa Tetherton. LaRocco tried it out for the first time during practice and liked it enough to wear it during his heat race and main event. If all goes well, MS Racing will sell this "Gore-Tex" jersey in the near future. However, it won't be cheap. The suggested retail price will be approximately $80-$90. Five-time National Enduro Champion Randy Hawkins will be testing the jersey for off-road use as well.

Greg Albertyn sported the number 111 on his works Suzuki at Orlando, and will use that number throughout the year. Printed inside each of the number ones on his jersey were the numbers 125, 250, 250, signifying each of his three World Championship titles.

Two-time Japan National MX Champion **Ronnie Tichenor** was a spectator at Orlando. He plans on returning to Japan in March to defend his title, but will be keeping busy in the States before leaving. "I plan on riding the rest of the (Florida) Winter (MX) Series, race the Gainesville National and Daytona Supercross," said Tichenor. "It feels good to be back home, but I kind of wish I was racing here tonight, although I don't really miss supercross too much." When asked what one of the biggest differences between racing in Japan and the U.S. was, Tichenor said, "The fans. One of the funny things is that in Japan, the fans give *you* things. Here, the fans want you to give them this and that, like goggles and jerseys, then they turn around and run away. Over there they give you stuff. It's kinda weird."

Another famous face in the crowd was former 125 and 250cc MX World Champion **Trampas Parker**. Parker and new factory KTM team rider **Jeff Dement** have been training and riding together as of late, which obviously paid off for Dement, who qualified for the 250cc feature and finished 19th. Parker plans to return to the GP circuit later on to compete in the 500cc class in hopes of pulling off a World Title hat trick.

The injury to Robbie Reynard's shoulder could very well end his supercross effort for 1995. According to his father/tuner, **Robert Reynard**: "Robbie had surgery on the same shoulder in September, and I don't want to keep going through this. I want it (the shoulder) fixed. I'd just as soon write off supercross and just concentrate on the (125cc) Nationals. He has been working so hard, practicing and training during the off-season and now this. It's really frustrating."

Frenchman **Frederic Bolley** made the long trip to Orlando. He competed in the 250cc class and finished a respectable 14th. Yamaha (U.S.) gave Bolley a bike to ride and a spot in the team's pits, right alongside Jeff Emig, Kevin Windham and John Dowd's new blue and white colored factory bikes. However, Bolley brought along his own plastic, decking his bike out in the black, red and yellow colors of his regular Chesterfield team colors. Bolley will ride the first five rounds of the U.S. Supercross Series before returning to Europe and the 250cc GP Series.

Honda-mounted **Buddy Antunez** was the top-finishing, full-on privateer at Orlando. Antunez, from Moreno Valley, California, qualified for the 250cc feature via a fourth-place finish in the first semi. Antunez went on to finish 12th in the main event.

Winning Combination

Here's a KX125 quote we really like: *"Kawasaki has had a stranglehold on best suspension honors for years, and they didn't disappoint us for '94."**

Strong words from the good folks at Dirt Rider; especially since they're the ones who get to ride all the new models.

They won't be disappointed in '95 either: With the same suspension mods made to the KX250, Kawasaki takes box-stock 'perfection' to new highs. And smoother landings.

For more bite in '95, there's a new carb and airbox,reshaped exhaust port, new KIPS valve, and new head for lots more bark in the bottom and mid-range.

And for you 80cc grads who aren't yet big enough for a 125, there's the KX100. Built with the same rad tech that's guided the 125 and 250 to countless wins—stiff, perimeter frame, upside-down fork, etc.—the transition to the bigger bikes is that much easier when you're ready to moto on up.

The new KX125 and KX100—built for winners, by winners.

**February 1994*

KX125

- Changes to the KIPS exhaust valve, transfer ports, combustion chamber, piston crown, reed valve and ignition mean more power across the rev range, so it's easier to pull away from the competition.
- New 35 mm carb delivers quicker response. Four air vents help the carb vent better over super rough courses so you have the power where you need it, when you need it.
- Keeping the power coming on strong longer is an extra coolant passage on the right of the exhaust port for a more consistent engine temperature.
- We've taken what some call a "perfect" fork and made it better still: A new mid-speed compression valve for a plusher mid-stroke feel. With increased base-valve volume and increased compression, you'll have the advantage of better control, smoother landings, later braking.
- Hauling faster down the straights calls for stronger brakes: You got 'em with new pads at both ends plus a new rear caliper and one-piece mount that's stronger yet lighter.

Get Some Limelight

Mike Kiedrowski, #1 AMA 250cc plate holder in 1994 got his. How? He rides the green bikes, As a four-time AMA national motocross champion, eight year member of Kawasaki's Team Green support program, and four year Team Kawasaki veteran, the "MX Kied" knows a few things—like if you want to get the green stuff, you have to ride the green stuff.

Take the '95 KX250. Mods to the pipe, head, ignition and cylinder increase low- and mid-range power without hurting top end.

Recalibrated front and rear damping plus a revised UNI-TRAK leverage ratio make what is considered the best suspension in motocross even better.

Take a hint from Kiedrowski. Green is a winning color. But only lime green. Kawasaki green.

KX80

Good Times Come in Small Packages

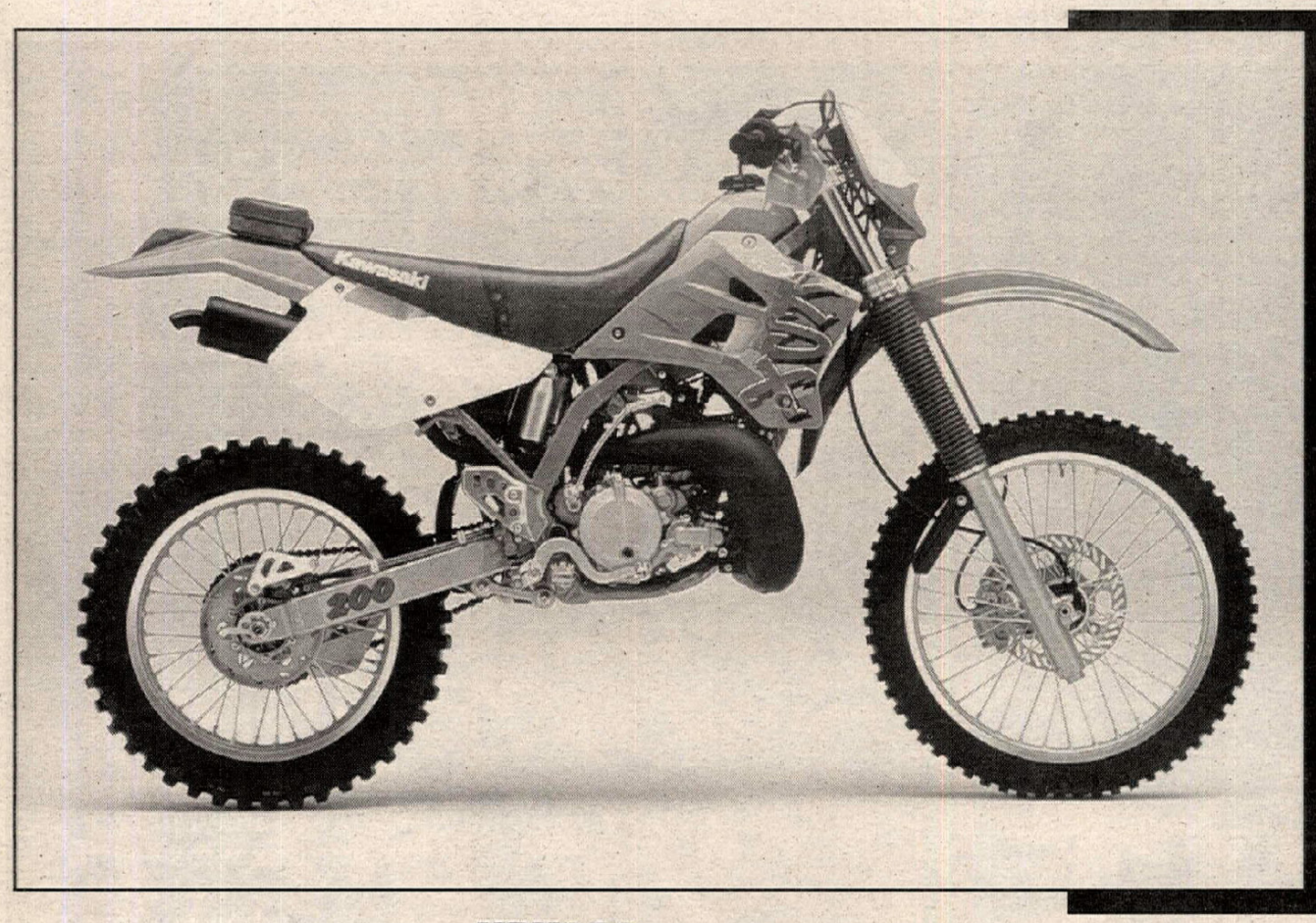
Kawasaki is committed to mini-motocross. The KX60, with its smooth, liquid-cooled power and advanced chassis, is the machine for future champions warming up for the hotly contested 80cc class.

And the KX80, with a host of high-tech bennies also found on our laurel-laden 125 and 250 MXers, is just waiting to launch our next factory rider's career.

Both minis, like all Kawasaki KX machines, boast the added support of Team Green, with trackside parts and tuning advice, plus special deals at participating dealers.

Get your Good Times off to a headstart—on a KX60 or KX80 mini-motocrosser.

Kawasaki ENDURO



Predator

Tired of eating roost? Leap to the top of the food chain with Kawasaki's all-new KDX200.

Seismic performance improvements from the KX-bred powerplant, including new better sealing 3-way KIPS valves, stronger connecting rod, reshaped cylinder, head and pipe, deliver a mind-clearing low-end punch for jumping ahead of the pack.

For more finesse in the tight stuff there's a lean, lightweight chassis that features an ultra-stiff, motocross-style, high-tensile steel perimeter frame. Tight ergonomics. Narrow mid-section. Plus a conventional cartridge fork and revised UNI-TRAK rear end that deliver a plush ride while you wreak havoc on the competition. Stalk the woods. On a 1995 KDX200.

KDX200

- With the KX-inspired, high-tensile steel perimeter frame, torsional rigidity is up 30%, so you track straighter. Tighter geometry delivers quick, yet stable handling.
- Increased power and torque from a new 3-way KIPS with a guillotine-slide exhaust valve for better sealing, more power and stronger low-end torque.
- Dealing with the added power required a stronger, rebalanced crank for a smoother delivery, a heat-treated con-rod, larger clutch, extra cylinder-head frame mount, larger radiators and stronger water pump seal.
- Weight-saving all-aluminum upper and lower triple clamps secure the 43 mm conventional cartridge fork.
- Improved front and rear brakes. 18-inch rear wheel. Aluminum rims. Straight-pull spokes.
- Team Green™ helps you win—with a helping hand in the woods, newsletters that include tech tips, and contingency money. Ask one of over 400 Team Green dealers how you can get assistance.

SAFE RIDING'S MORE FUN

Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection, and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized off-road areas only. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.

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MOUNT UP

By Donn Maeda

Part of the excitement of a new race season are the new teams, riders and machinery, not to mention the unfamiliar rider numbers and clothing sponsors. This season's U.S. Supercross Series opener at the Orlando Citrus Bowl saw a wide assortment of "new looks" unveiled, and we thought you'd like to have a peek at the 250 and 125cc machines that filled the nighttime skies this weekend.

For '95, the only factory teams that have opted to keep their bikes relatively stock-looking are Kawasaki and KTM. The Austrian-built KTM bikes already come stock with high-quality Technosel graphics and seat covers, and perhaps changing them would have been a bit redundant. Kawasaki, on the other hand, uses Factory Effex graphics and seat covers that maintain the OEM graphic design.

The Yamaha factory team hinted before the new season that '95 would bring forth a new unified corporate image, and a fleet of dark blue and white YZs were unloaded from the team's blue and white semi in Florida. The new color and graphic scheme may not be as exciting as some, but on the track they are amongst the easiest to pick out.

Perhaps the most surprising new look of '95 is that of the Honda/1-800-Collect team. For as long as we can remember, the factory squad has stuck to the stock color scheme and opted to run a simple Honda wing logo on the radiator shroud. This year, however, the factory CR250s that are ridden by Jeremy McGrath, Steve Lamson and Doug Henry, are quite shocking. Looking somewhat like the Honda-backed Erion Racing road race team bikes, the CRs are decked out in a white, black and florescent orange "tear" design.

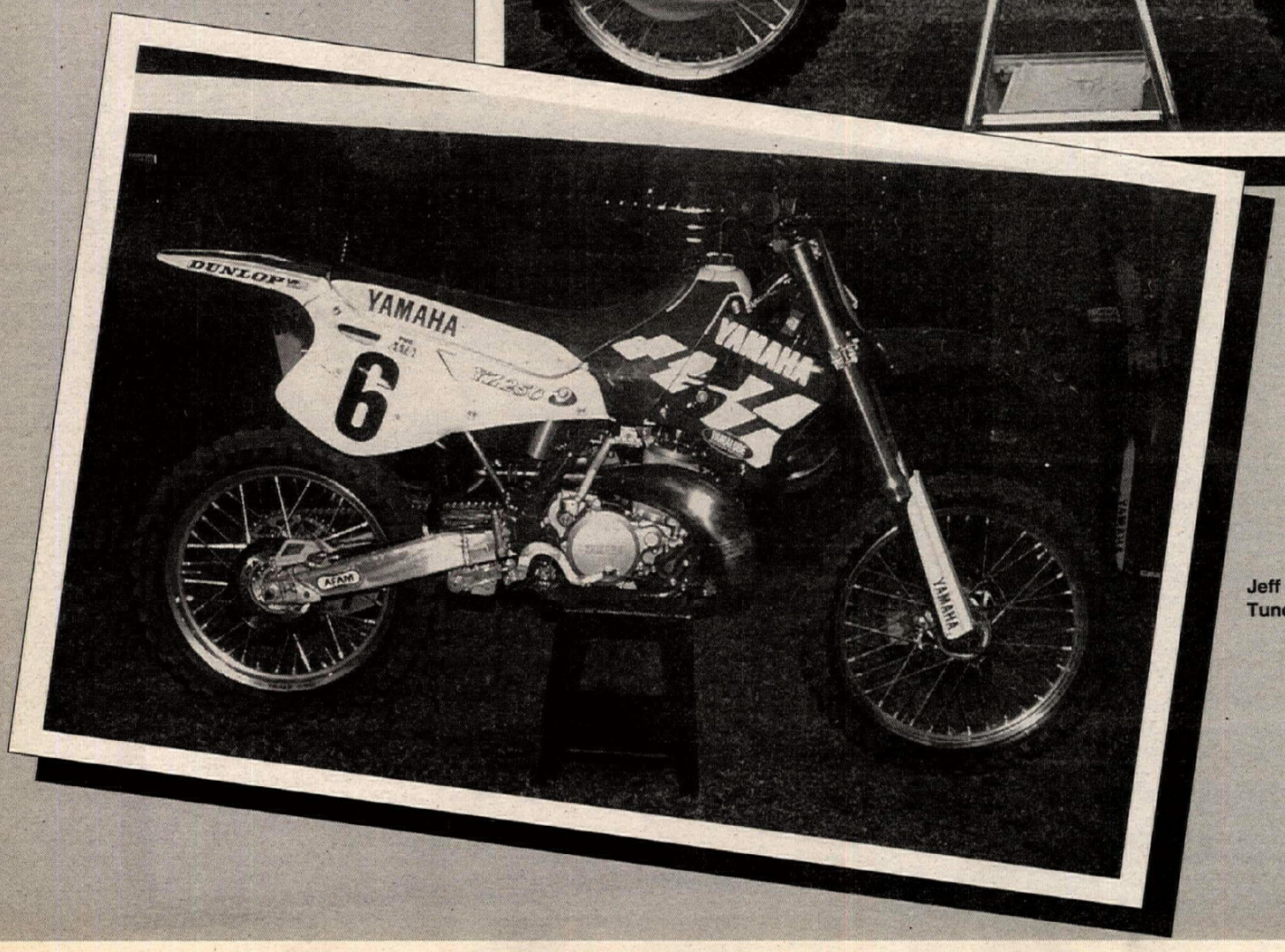
UFO graphics handle the Team Suzuki face lift, but the most striking thing about the factory RMs are the works conventional Showa forks that grace the 250s. The beefy suspenders are attached to the bike via a trick set of magnesium and aluminum triple clamps which feature three large pinch bolts on each side. Three pinch bolts also grace each side of the front axle. Without a doubt, greater rigidity is the objective.

The factory-backed private teams - SplitFire/Pro Circuit/Kawasaki, Noleen/Sizzler/Yamaha and Honda of Troy - all carry the same basic color scheme as before but with some major graphic difference. The SplitFire bikes have good-looking and large, blue, white and green colored stripes that are incorporated in the bike's seats, while the Honda of Troy bikes no longer use the "color" black on their machines. Instead of having a black tank and red radiator shrouds as before, the new Honda of Troy bikes feature an all white tank/radiator shroud combo under a large Honda of Troy logo. The fenders are still red but the seat covers are now purple.

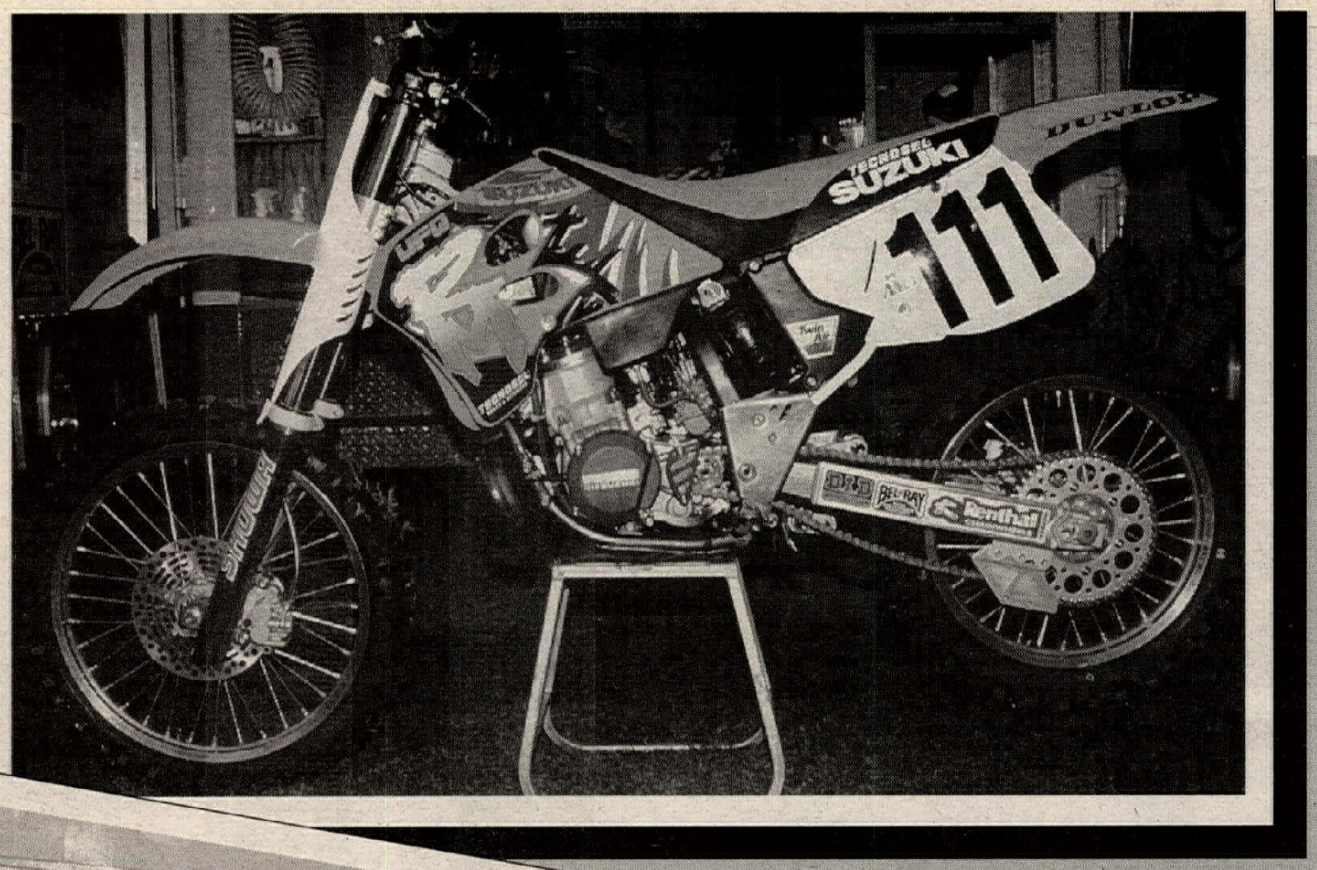
Here's a look at some of new machines debuted at Orlando:

Jeremy McGrath's Honda CR250
Tuner: Skip Norfolk

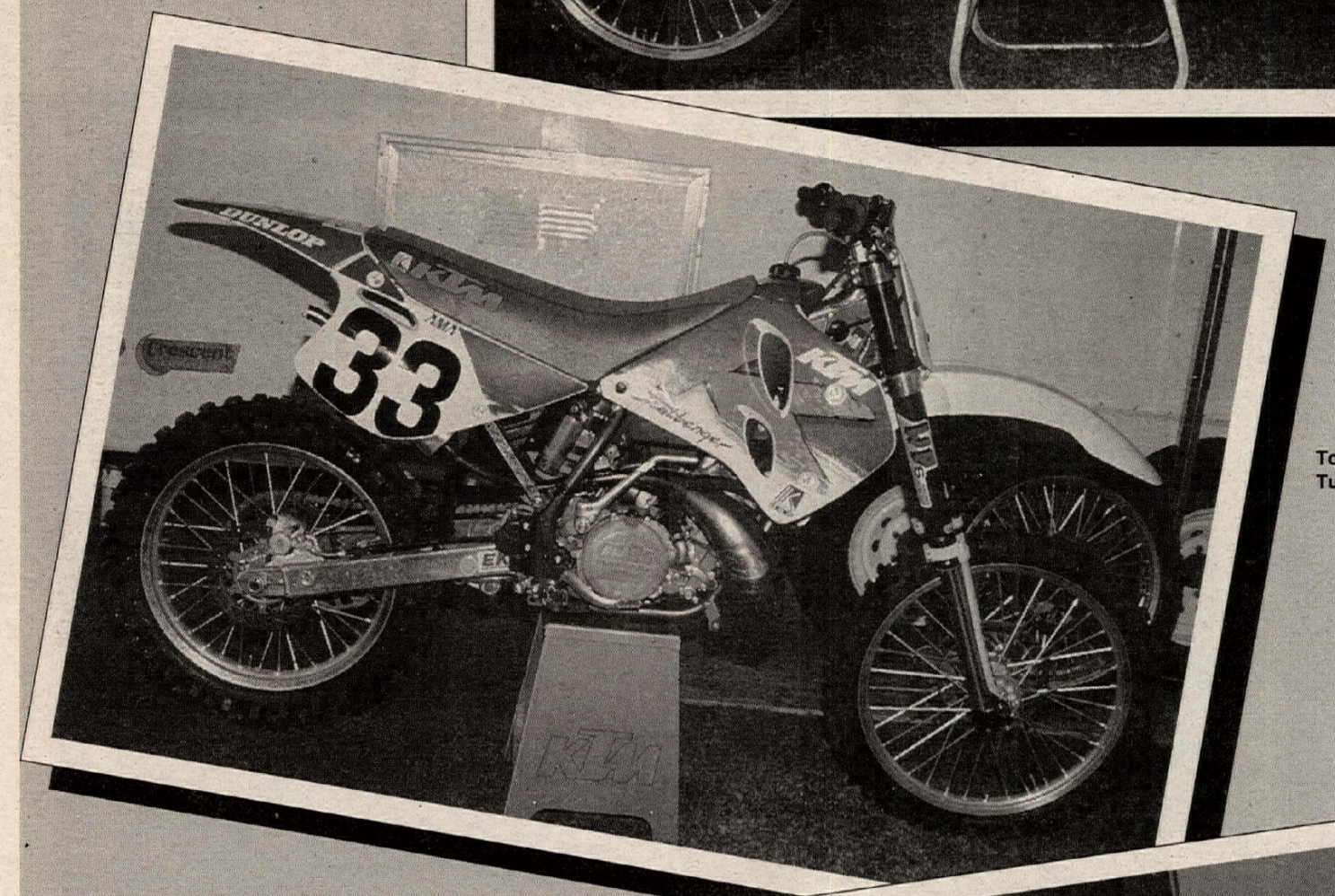
Mike LaRocco's Kawasaki KX250
Tuner: Mike LaRocco Sr.



Jeff Emig's Yamaha YZ250
Tuner: Steve Butler

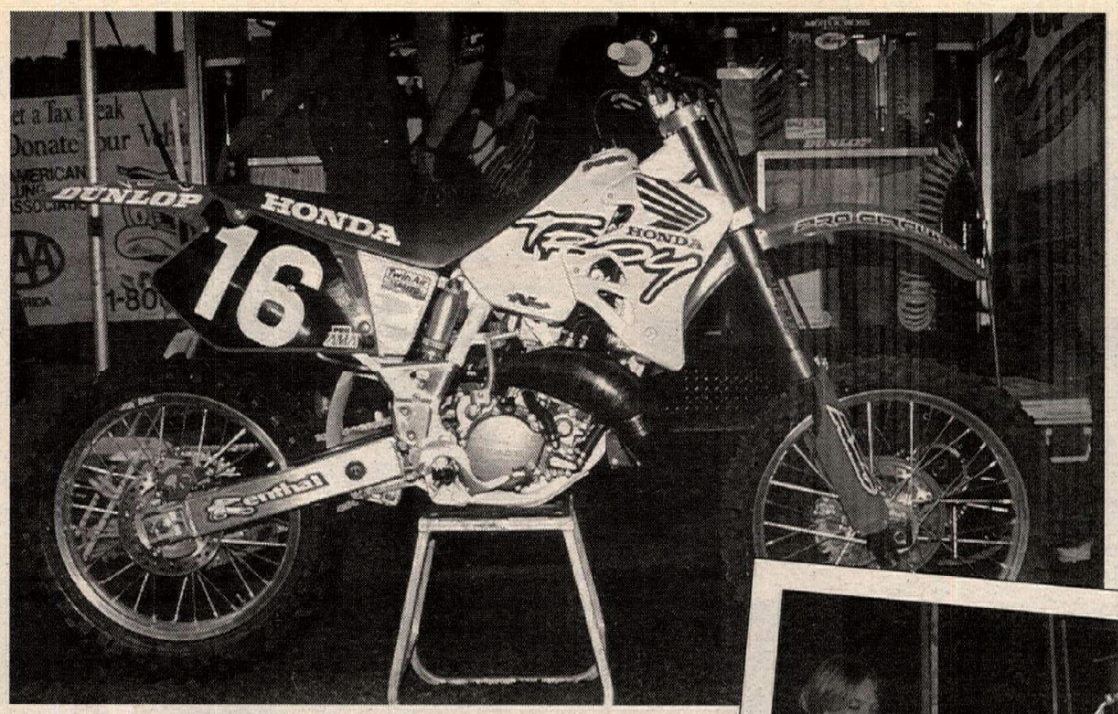


Greg Albertyn's Suzuki RM250
Tuner: Ian Harrison

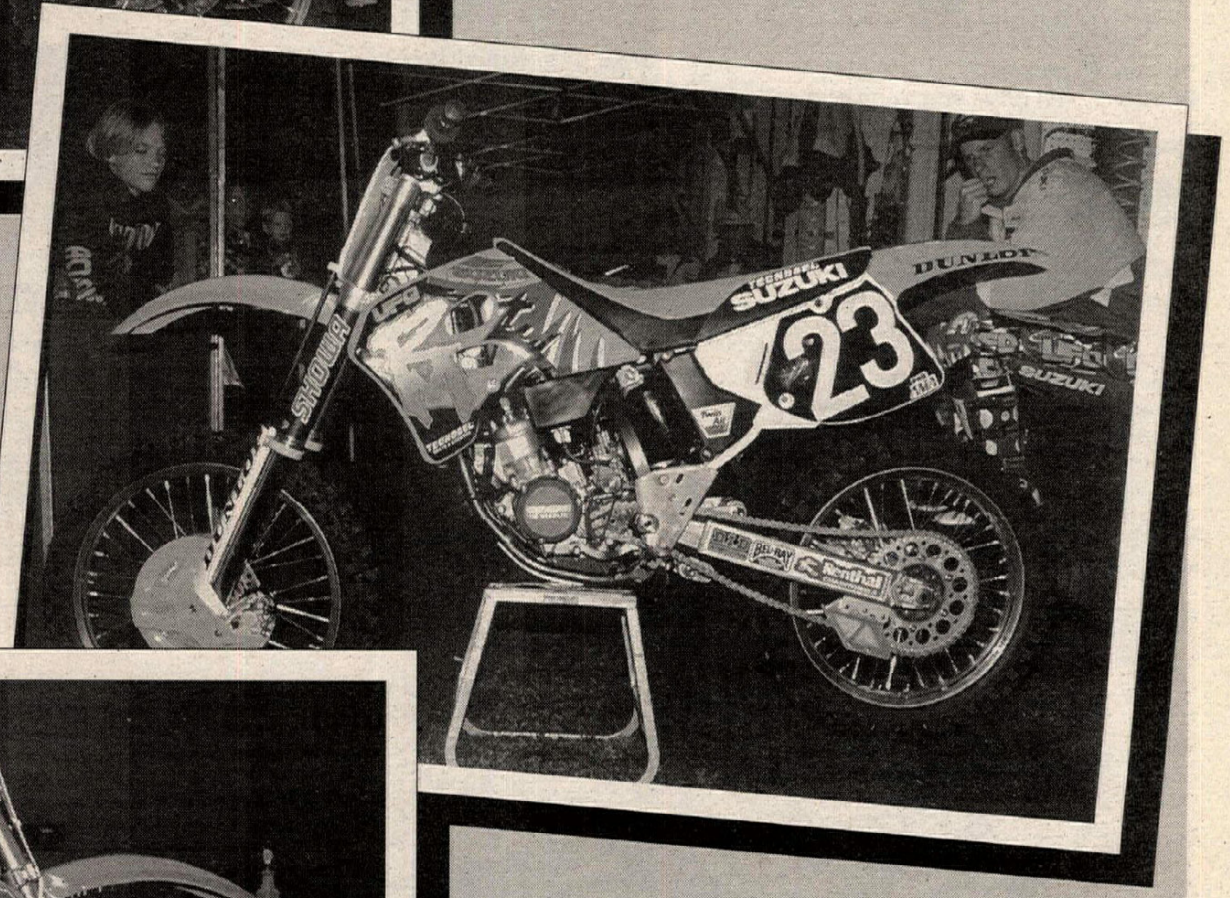


Tony Amaradio's KTM 250SX
Tuner: Pete Hogan

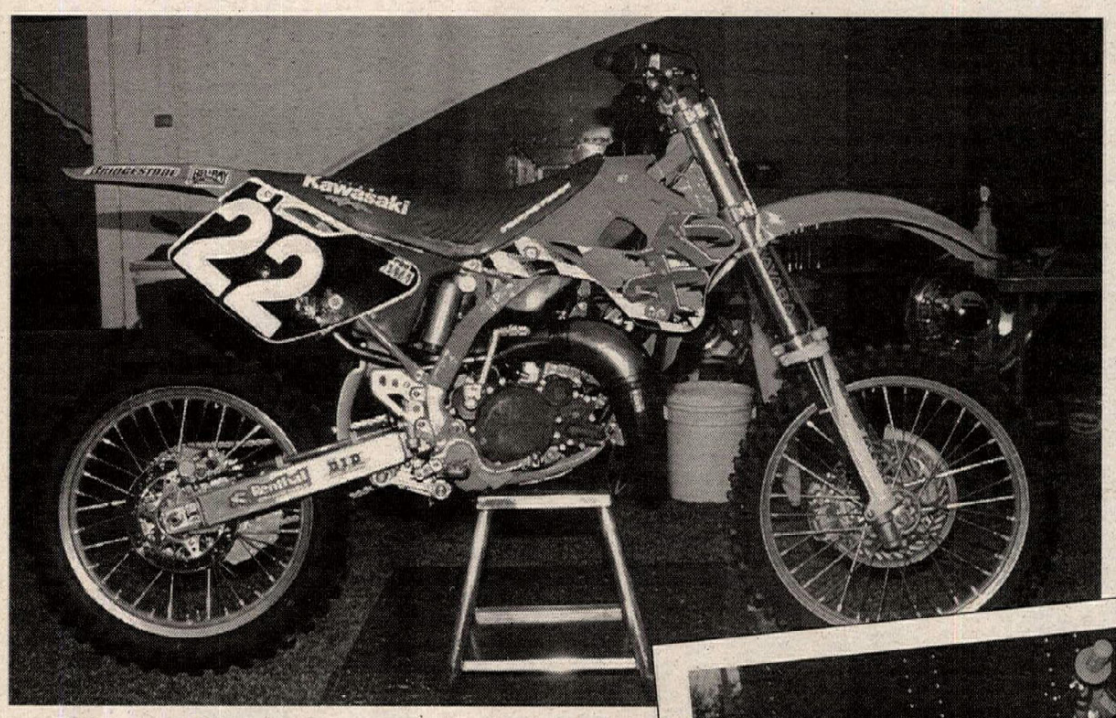
Larry Ward's Noleen/Sizzler Yamaha YZ250
Tuner: Clint Barry



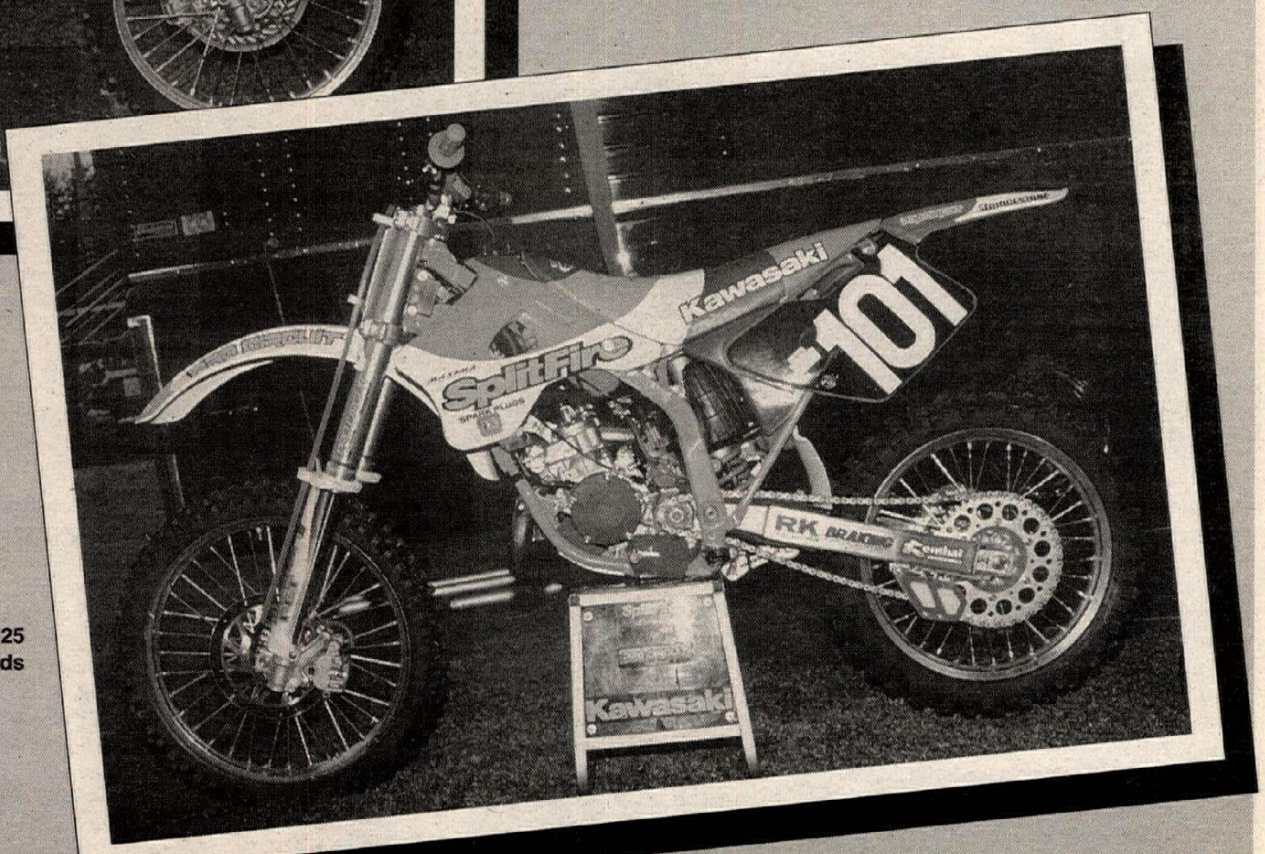
James Dobb's Honda of Troy CR125
Tuner: Dean Baker



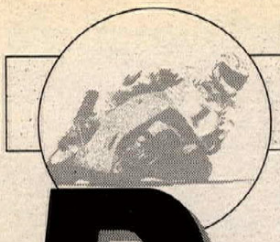
Tim Ferry's Suzuki RM125
Tuner: Lee McCollum



Robbie Reynard's Kawasaki KX125
Tuner: Robert Reynard Sr.



Mickael Pichon's Splitfire/Pro Circuit/Kawasaki KX125
Tuner: Andrew Reynolds



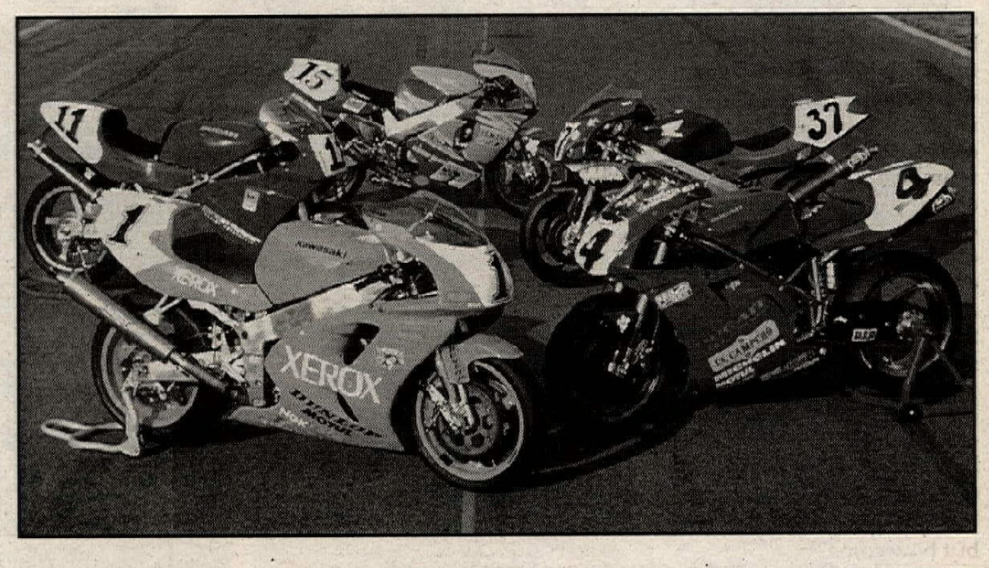
RACER TEST **Final Part: Belgarda SDA Yamaha YZF750 Superbike**

Poised to win

By Alan Cathcart
Photos by Kel Edge and Tony Watts

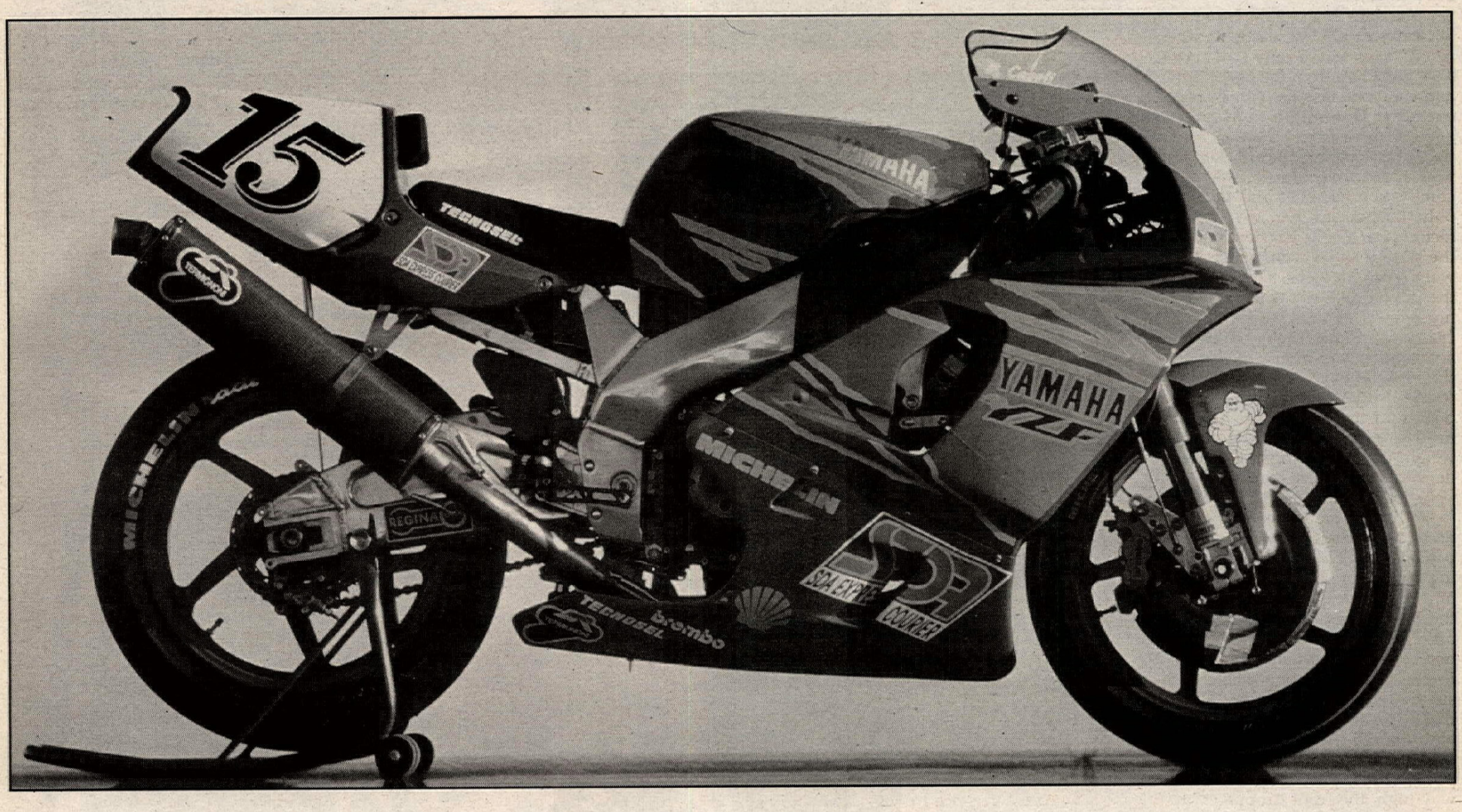
Yamaha's attitude toward the World Superbike Championship has been a mystery since Day One of the series back in 1988. Here is a category based on the bikes they sell for the highway, for which they make arguably the finest all-around street option of any of the Japanese manufacturers - the YZF750. They race extremely successfully in national-level Superbike championships (most notably, the AMA series and the Japanese Superbike Championship - which they won in its inaugural season), they won the Bol d'Or 24 Hours, and they spent a lot of time and money trying to win the Daytona 200 with Eddie Lawson on a tricked-out factory special. But in 1994, for the first time since the World Superbike Championship began, Yamaha went a whole season without winning a single round, in a series in which they've been content to let their Italian distributor Belgarda (which the parent factory now owns 100%) run a single top rider with factory assistance, rather than a full-on factory effort.

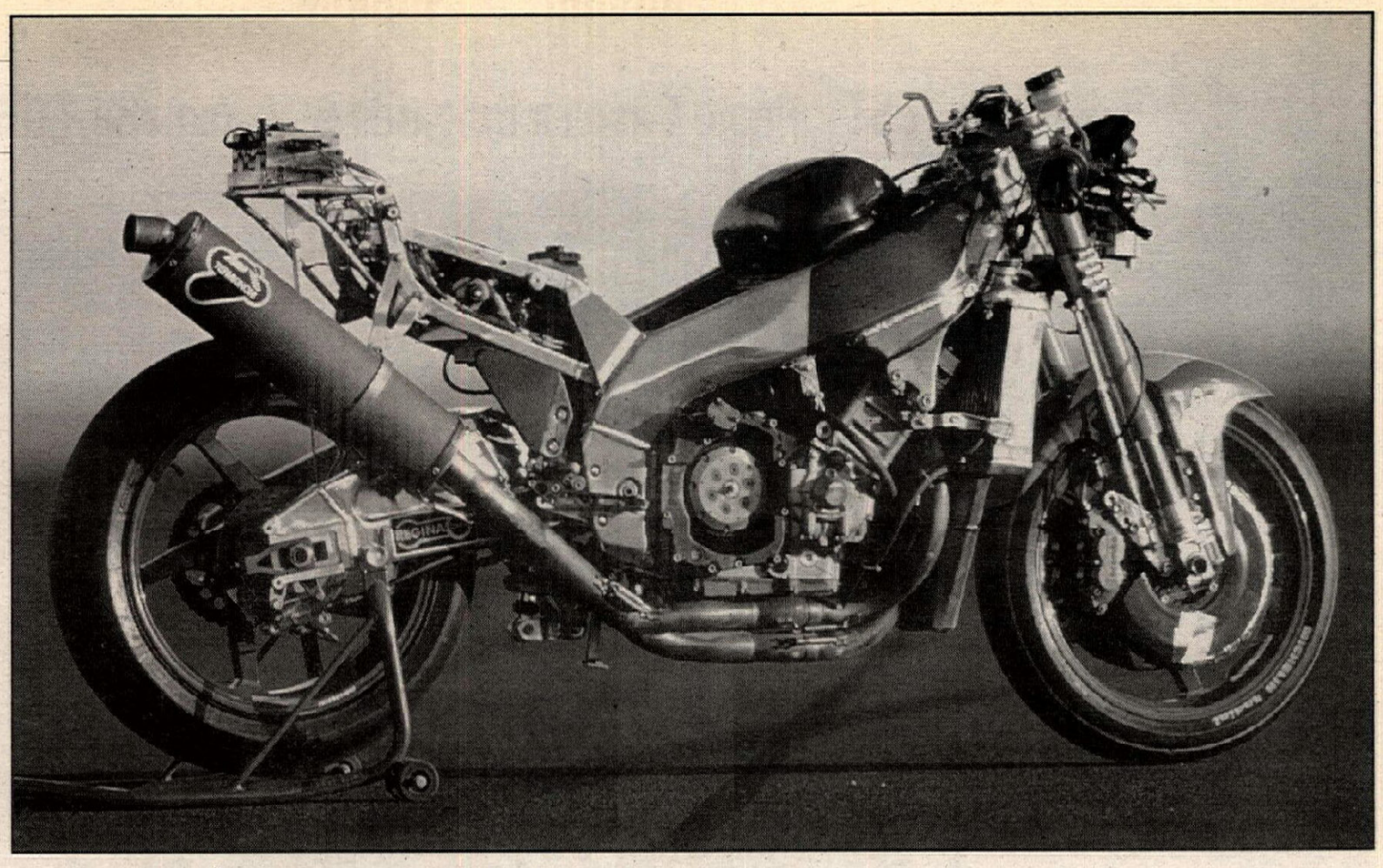
That singleton rider was for six years Fabrizio Pirovano, and his string of race victories and top-five championship placings underlined just how much potential Yamaha's machines have for World Superbike success. But faced with the factory's lack of direct involvement, Pirovano defected this season to a full works ride with Ducati, swapping places with the Italian factory's test rider, Mauro Lucchiari. The Italian lasted just a couple of races before realizing he'd made a mistake and begging the desmo deity's forgiveness, leaving Belgarda high and dry with nobody to ride their SDA Express Courier-sponsored YZF750. What happened next was pure inspiration on somebody's part: in a move which caused ripples of interest in the GP world, former Gilera/Aprilia 250 works rider Paolo Casoli, at the time unemployed, was given a test on the bike at Monza. Within 20 laps he'd come within a second of the World Superbike lap record for the track, persuading Belgarda to hire him for the rest of the season.

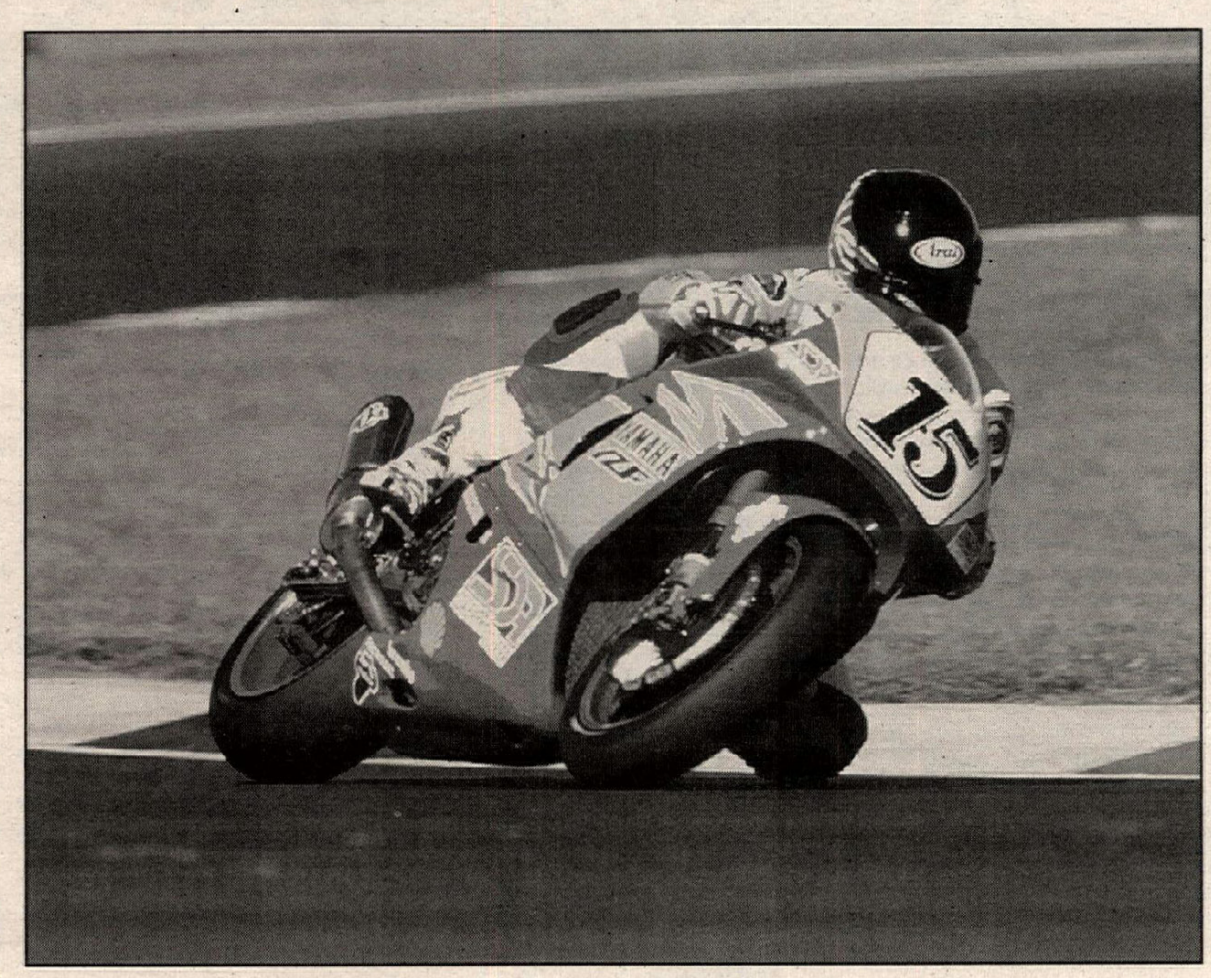


His first race was the final round of the Italian Superbike series, at Mugello: Casoli qualified on pole, crashed in the first race and won the second - against the likes of Pirovano, Piergiorgio Bontempi and so on. In his first World Superbike outing at Albacete, he put the Yamaha on the front row before crashing right at the end of qualifying, and injuring his shoulder too badly to race. The next round in Austria is best glossed over (he crashed three times on the weekend, roughing up the bikes too badly for me to ride them the next day as planned) - but then it all seemed to click and since then Casoli's been a top contender for rostrum finishes: second and fourth at Assen on arguably the most demanding track in the calendar, seventh and a DNF at Mugello, then a brilliant third and fourth in the torrential downpour at Donington Park, showing that he could keep the rubber side down when it mattered. That seemed to do the trick - soon after, it was announced officially that Yamaha would finally bring a full factory team to the World Superbike series in 1995, with Nagai joining Colin Edwards II on a pair of full works racers to be run out of the Belgarda race shop, with Casoli making up the three-man team on a support bike similar to the one he rode this year. Hey, Yamaha, it's great to have you aboard at last but what took you so long?

I've been testing the Belgarda Yamahas for each of the past four years, but this time the chance to ride the bike came the day after the final World Superbike round at Phillip Island and it







(Above) Yamaha's trademark aluminum Deltabox frame provides a rigid platform.
(Left) 1995 will be the first year since the inception of World Superbike that Yamaha will field a full factory effort, relying up to now on their Italian distributor Belgarda to carry the banner.

had special significance in light of Yamaha's plans for 1995. Sadly, Casoli had knocked himself out in a qualifying crash, so he had to sit it out on race day with a concussion. This, however, left me with the bike in race-ready condition, even down to the fresh pair of Michelin slicks fitted. Hey, *amici* - why didn't you ask me? I'd have been happy to ride it for you in the race...

Well, we can all dream - but one thing brings you back to reality in a hurry, and that's twisting the wrist of the 20-valve engine developed and prepared by Belgarda's technical wizard Beppe Russo. Russo has been working on Yamaha Superbikes since 1986, and he was not surprisingly the Japanese factory's first choice to look after their works team next season. By blueprinting the engine, mixing a small selection of special factory parts with the ones from the YZF race kit, and doing his own cylinder-head work and other development, Beppe has increased the output of the Yamaha engine beyond all expectation - making it very possibly the most powerful motor in the World Superbike field. The dyno chart he showed me has the engine delivering 158.7 bhp at 13,800 rpm at the gearbox, up 5 bhp from the end of last season - yet this is the exact same motorcycle that Pirovano raced to fourth place in the championship (with one race win, in Portugal) in 1993. Nifty work, Beppe - but how come?

"The only thing on the bike that really changed from last season to this is the rider!" says Russo only half-seriously. "We got 2 bhp from the new Elf fuel we and everyone else used this year (well, except at Donington in May...!), and another three from a new factory ignition, plus some modifications to the pistons and cylinder head, especially the combustion chamber and porting. The only other special part we got from the factory was a new, heavier crankshaft at the start of the season, which has extra weight on the webs. This smooths out the power delivery without sacrificing horsepower, though we kept the lighter crank for some tracks where engine acceleration was important. But that and the new, lower 160 kg. (352 pounds) four-cylinder weight limit meant we only had to carry either the starter motor or the generator to meet the weight limit, choosing one or the other depending on which crank we had fitted - not both. And that's it!"

Well, very modest of you Beppe, but don't let us discount the long hours of patient work blueprinting and fine-tuning the motor, and especially the magnificent preparation of what is arguably the best turned-out bike in the Superbike paddock. A bike that when you hop aboard it is instantly more rational-feeling, and more comfortable, than the succession of radical Superbike racers that Pirovano concocted each season, with the rider wedged in a far-forward seating position by a thick, heavy (5.5 pounds) seat pad, the rear end jacked way high, the front dropped way low, and some high-digit offsets fitted to the forks - all to produce an extreme steering geometry and ultra-fast steering, at the expense of high-speed stability and a lot of body weight on your forearms, all helping load up the front wheel. After riding Pirovano's works 955 Ducati, I know where this setup philosophy has been transferred to.

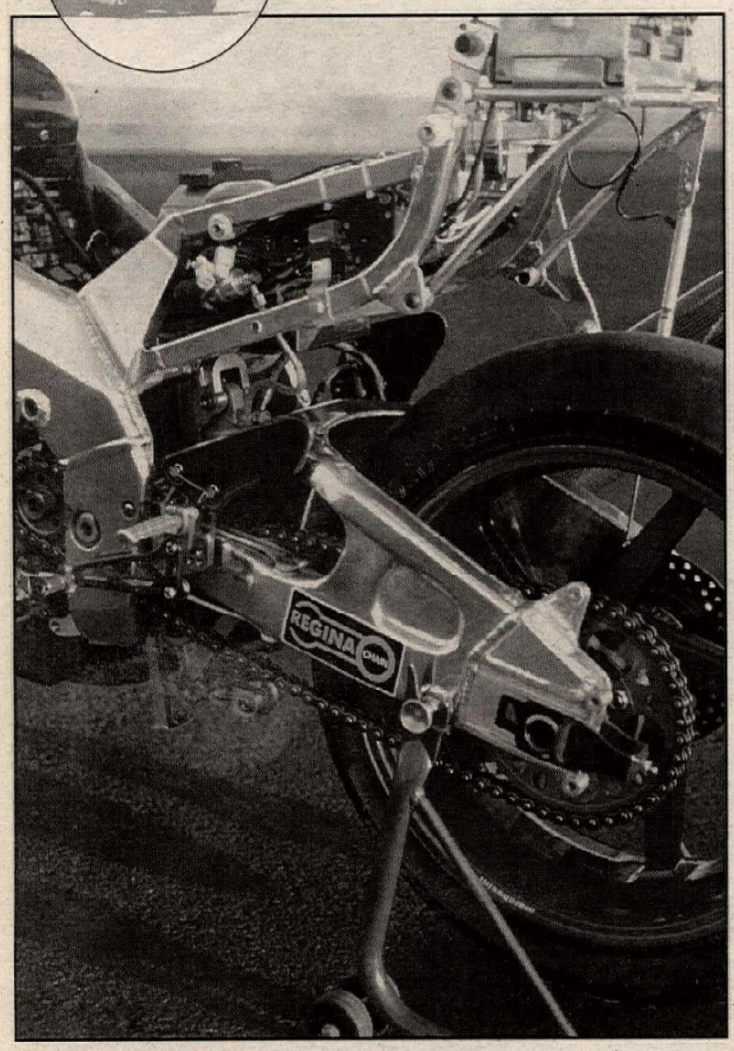
Casoli may have been a 250cc GP rider and just a couple of inches taller than Fabrizio, but the bike is much less nervous and twitchy to ride with his setup than when I last rode it a year ago. He uses notably less ride height at the rear, perhaps a legacy of Mauro Lucchiari's brief time in the hot seat, and though he still uses a fairly substantial seat pad (a lighter version), there isn't so much body weight on the bars - weight distribution has gone from a 55/45% front bias last season, to 53/47% this year, with the same 1410mm wheelbase. The team used a 15mm longer one at the start of the season for Lucchiari, who complained the bike was too squirrelly after his 926 Ducati, but since he left they've gone back to the old setting, using just a little more trail than in Pirovano's to slow things down a little.

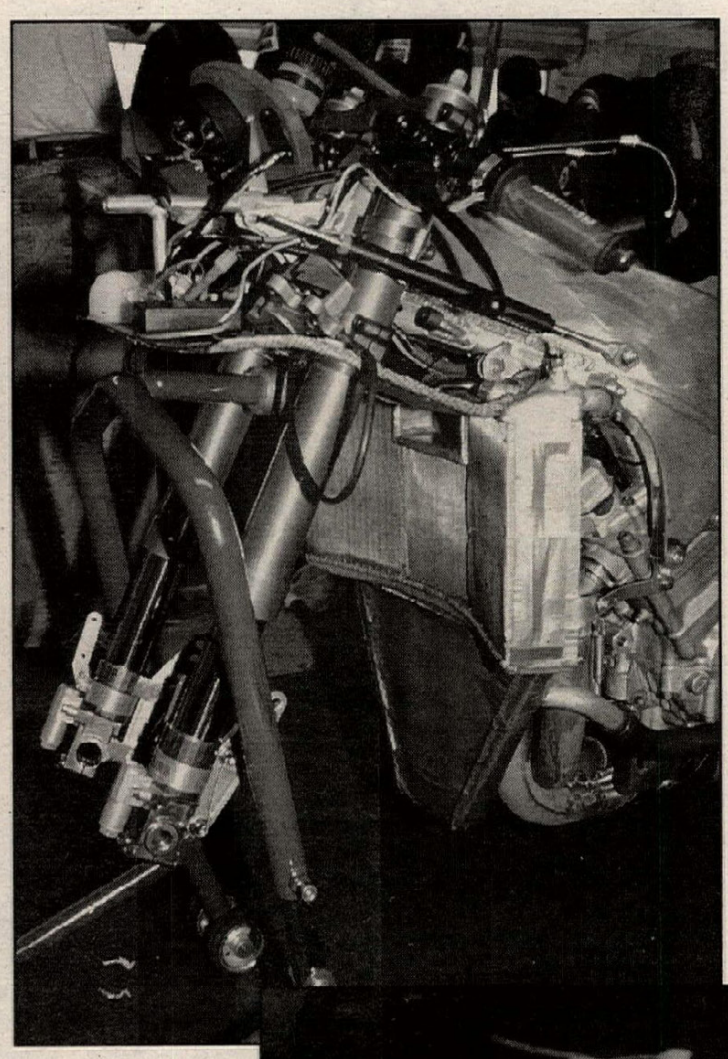
The result at Phillip Island was notably more stability in a straight line; when Pirovano rode the bike, you had to have the steering damper waxed up to stop it waving down the straight, just like on his Ducati this year. But in Casoli mode it actually doesn't use a lot of damper. This makes the bike much more controllable on turn-in - it steers nicely into the apex, instead of just sort of tipping on its side like before. The tires took awhile to heat up/scrub in on right-handers, of which there are only two hairpins and one sweeper at Phillip Island, but once I'd calmed my pulse rate down and learned to be more careful, there was good grip and especially good traction out of the slower turns, where the works swingarm (30mm shorter than the street YZF) and special link for the rear Ohlins allowed the rear Michelin to hook up really well.

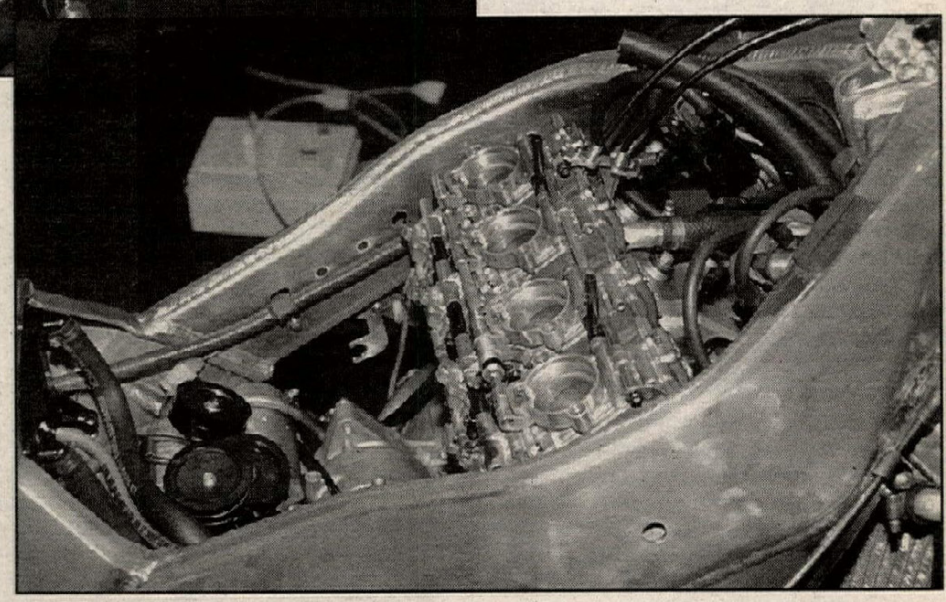
The front wheel doesn't give you the feeling that it's going to tuck under in turns like it always did when Piro rode the bike, and it's also much more stable under braking - don't think I'd have liked braking hard downhill into MG Hairpin with last year's setup, because I'd have been afraid it would have looped with the back wheel coming over the top with the old geometry. This year the bike felt good on the brakes - but part of that might have been because, rather strangely, the carbon front Brembos didn't have a lot of bite. Since these are the exact same brakes fitted to the Fast by Ferracci Ducati I raced at Daytona this year, which were mind-warpingly effective even after a long blast on the banking, I might have thought I was imagining it till I had a go on Scott Russell's Nissin-equipped Kawasaki right afterwards, and found the Brembos definitely did lack zap. Maybe the wrong grade of carbon, or the wrong pads? One curious feature is that Casoli uses a very small master cylinder - just 16mm - which delivers a rather soggy lever action and a short pull, just as he had on his 250 Gilera. This should theoretically have increased the leverage ratio, but it didn't feel as if it did. Anyway, all this is irrelevant now, because next season they all have to use metal brakes after the ban on carbon ones.

Casoli must weigh a good bit less than I do, but he had the rear suspension set pretty hard, stiffer than I'd have preferred especially on a fairly bumpy track like the Aussie one. Presumably this is because like most ex-GP riders who come to Superbike (Meklau, Crafar, etc.) he likes to powerslide the bike out of turns, which is all very well but it means the bike becomes a real handful when you hit a bump under acceleration, like exiting the last turn before the

RACER TEST Paolo Casoli's Belgarda SDA Yamaha YZF750 Superbike







(Above left) Rear suspension features an Ohlins shock and special rising-rate linkage. In search of traction, the specially fabricated aluminum swingarm is 30mm shorter than on the streetgoing version of the YZF. Traction is especially good out of slow corners.
(Above right) Like the rear suspension, the 46mm inverted forks are made by Ohlins. Offset was reduced this year, slowing the steering somewhat but adding stability and making the bike more friendly on turn-in.
(Right) Feeding the highly developed 20-valve powerplant is a bank of 39mm Keihin carburetors. At Mugello, they were fitted with variable length intake trumpets that smooth power delivery. Above 10,000 rpm the trumpets contract by 30mm over a 2000 rpm range to help produce the 158 bhp the engine is capable of.

pits hard on in fourth gear. The front wheel pops in the air, the bars flap in your hands, and you will yourself to hold it wide open while trying to straighten up and fly right. Unlike Russell's Kawasaki, which did the same thing at the same place on the track, the Yamaha pulled the same stunt at other points on the circuit, where the lack of sufficient suspension response due to too stiff a spring meant the Yamaha liked to wheelie a lot. I'd like to try it in Lucchiari mode with a longer swingarm and softer rear shock settings - bet it would be quicker, as well as easier to ride.

No such complaints about the engine: Beppe's baby delivers the goods. Power comes in strongly just under 9000 rpm, and the delivery is much more linear than on last year's bike, presumably thanks to that heavier crank and other mods. This means that there isn't a sudden rush of engine acceleration any more when the tach needle hits the 12,000-rpm mark: Instead, the power delivery is smoothed out, with what feels like more power available all the way through the five-figure range. With the extra ridability this gives you, it's a pity the rear suspension wasn't set up for the best, but the Yamaha is still surprisingly handy coming on and off the throttle, with immediate response from the motor and a well-chosen set of kit gearbox ratios helping to maximize drive out of turns.

A speed-shifter was fitted to the bike for the first time this season, made by Russo himself, and after half an hour spent using it, I can only say he ought to start marketing it for sale - the change is excellent, very light and crisp yet precise and there isn't the harsh action you get from many other systems. Nor is it so sensitive that you end up shifting or cutting out the ignition when you didn't mean to. A veritable bull's-eye: Maybe Yamaha might like to buy the system from him and fit it to their street YZF.

Another piece of Russo trickery was missing from the bike I rode, because the team is still experimenting with it after using it for just one race at Mugello. They did have it fitted to the spare bike at Phillip Island, though, and that's Beppe's own system of variable length carb trumpets, similar to the system Ferrari has been using in F-1 for the past season and which Ducati experimented with last year - before setting it aside until they can redesign it. The reason this happened is that the Ducati system was a mechanical one, whereas the Belgarda Yamaha version is electronic, controlled by the ignition and thus capable of being reprogrammed to operate over any rpm range you wish. The advantage of course is that you can optimize carburetion, with the trumpets at maximum length up to 10,000 rpm, then contracting by 30mm over a 2000 rpm range up to 12,000 rpm, powered by an electric motor mounted above the gearbox. From there to the 14,200 rpm rev-limiter, they stay short, before extending themselves again when the revs drop for a slow turn.

The result is definitely advantageous, says Beppe, because it smooths out the power delivery even further, and also increases midrange engine performance. Wait for others to follow suit with a similar system, especially if powerbands narrow in the pursuit of race-winning horsepower in the future. But with 120 bhp on tap at the gearbox at just 10,000 rpm, the Russo YZF engine in its '94 guise already has a wide spread of power. It's a good investment for next season, when Yamaha gets serious about winning the World title.

And that's definitely going to happen. Lots of people like to think the 20-valve Yamaha motor is past its sell-by date in World Superbike terms, but after Casoli's performance on this bike in 1994 - with relatively little practice he was right on the pace from the start - I reckon they'd better rethink this. In choosing the Belgarda team to run their works effort for them, Yamaha have also made a wise decision, for this is a squad with a mission, and the right resources at last to achieve it. If Edwards or Casoli - or even Nagai, if he can calm down a little without losing his undoubted speed - aren't frequent visitors to the rostrum next season, I'll go without pasta for a week. Listen, if you knew how good the lasagne was in the *ristorante* round the corner from the Belgarda race shop, you'd know that was a serious sacrifice. But I'm not worried: Yamaha will do it in '95 - the Italian Way. CN

Belgarda SDA Yamaha YZF750 Superbike

Specifications

Engine	Water-cooled dohc four-cylinder transverse in-line four-stroke with five valves per cylinder and central chain camshaft drive
Dimensions	72 x 46mm
Capacity	749cc
Output	158 bhp at 13,800 rpm (at gearbox)
Compression ratio	13.2:1
Carburetion	4 x 39mm Keihin flat-slide
Ignition	Digital electronic CDI (non-programmable)
Gearbox	6-speed
Clutch	Multiplate dry (8 metal/9 friction)
Chassis	Aluminum twin-spar Deltabox
Suspension	Front 46mm Ohlins inverted telescopic forks
Rear	Fabricated aluminum swingarm with rising-rate linkage and single Ohlins shock
Head angle	24 degrees
Trail	98mm
Wheelbase	1410mm
Weight	352 pounds with water/oil, no fuel
Weight distribution f/r	53/47%
Brakes	
Front	2 x 292mm Brembo carbon discs with four-piston Brembo calipers
Rear	192mm Yamaha steel disc with two-piston Yamaha caliper
Wheels/tires	
Front	12/60-17 Michelin radial on 3.50-in. Marchesini wheel
Rear	18/67-17 Michelin radial on 6.00-in. Marchesini wheel
Top speed	181 mph (Hockenheim)
Year of manufacture	1993
Owner	Team Belgarda SDA Yamaha, Lemo, Italy

NEW PRODUCTS

GRUNGE PACK

Troy Lee Designs has introduced a new backpack to their line of luggage for the casual traveler. The backpack is constructed of plaid cotton flannel lined with weather-resistant Cordura nylon in the main bag and accessory pocket. Other features include a drawstring closure for the main bag, padded straps and leather flap closures. The bag is large enough to carry things such as schoolbooks, a custom-painted helmet, or your post-ride clothes. The Troy Lee Designs backpack is currently available in lumberjack red plaid, with more colors available soon. Suggested retail price is $48. For more information contact Troy Lee Designs, Dept. CN, 1821 Wild Turkey Cir., Corona, CA 91720, 909/371-5272.

SHEER MADNESS

If you're such a moto-head that your time spent on the track just isn't enough, then **Motocross Madness** is sure to drive you over the edge. The Motocross Madness Action Racing Game is a board game designed by enthusiasts for enthusiasts. The game board resembles a motocross track, and players take turns rolling dice and moving their game piece around the track. Motocross Madness is claimed by the manufacturer to be entertaining for the whole family, making it a unique gift idea. Suggested retail price is $24.95. For more information contact Hart/Ridge Co., Dept. CN, P.O. Box 13151, Spokane, WA 99213, 509/533-9868.

N-SHIRTS?

N-Style now offers a stretch embroidered logo shirt that is claimed to turn heads at the race track, or anywhere else for that matter. Made of seven-ounce, 100% pre-shrunk cotton ribbed fabric, the shirts are available in sizes M-XL and in two colors: olive or stone blue. Suggested retail price is $21.95. For more information contact N-Style, Dept. CN, 27811 Avenue Hopkins, Unit 2, Valencia, CA 91355, 805/294-1118. CN

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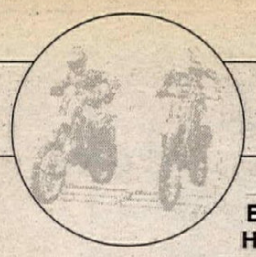

MOTOCROSS

CMC/Velvet Touch Golden State Nationals (Southern Series)

Round 1: Sunrise Valley Raceway

Decker, Manneh high and dry

By Scott Hoffman

ADELANTO, CA, JAN. 8

With torrential rains wreaking havoc on most of Southern California, the neighboring high desert motocross track of Sunrise Valley Raceway was somehow spared from the deluge and hosted the opening round of CMC's Velvet Touch Golden State Nationals where Craig Decker was the spoiler in the 125cc Pro class and Bader Manneh took the win in the 250cc Pro class.

Close to 900 racers invaded the newly designed course, and with a full schedule of qualifying and main event races, spectators and racers alike were treated to a day of excitement.

125cc PRO

After the field was narrowed down, 35 125cc Pros gated for the first moto. FMF Racing's Michael Brandes pulled the holeshot, with the field of racers scrapping for position. When the field settled into position, Brandes, Decker and Pro Circuit's David Pingree occupied the top three positions. Brandes looked strong during the opening lap, but a mistake let Decker move into the lead.

"I endoed; my feet were coming off the pegs," Brandes said. "I thought I was going to crash."

Brandes quickly regrouped, but Decker had assumed the lead and was on the move.

"I knew I had to get Brandes early on, and then I just rode a steady pace," Decker said.

By the halfway point, Decker, Brandes and Pingree put some distance on fourth- and fifth-place riders Dustin Nelson and Mike Chamberlain. With the laps winding down, Pingree started to reel in Brandes, but there was no time to make a move. When the checkered flag flew, the order stayed the same. Decker, Brandes and Pingree finished 1-2-3, respectively.

In the second moto, former Daytona Supercross winner, Rick Ryan, snatched the early lead as Pingree, Decker and Chris Wheeler trailed closely. Ryan held the top spot for the opening laps until Decker motored past both Pingree and Ryan for the lead. Pingree tried to pursue Decker but was not able to stay in contention for the lead. The new SplitFire/Pro Circuit Kawasaki rider was clearly frustrated.

"I tried everything to make a pass for the lead spots," Pingree said. "But I'm riding a stock bike, and I was being pulled on the straight."

With Decker out front, the race for the lead was basically decided. Ryan held off Pingree to cross the finish in second as Wheeler and Kawasaki Team Green's Ty Davis finished in the fourth and fifth spots, respectively. Decker's clean sweep gave him the overall win.

250cc PRO

Competition was just as fierce in the day's 250cc Pro class. After a restart caused by a starting gate malfunction, Manneh, Decker and Brandes leaped into the top three spots. Within three laps, Brandes had squeezed to the front of the freight train of riders, but with the top three jockeying for the lead, Brandes was the first to fall victim to the pressure. Brandes had both Manneh and Decker breathing down his neck when he stalled his bike and relinquished the lead. Brandes fell back to fourth place behind Jaimy Scevens as Manneh and Decker battled for the lead.

With only one lap remaining, Decker refused to give in to Manneh. But as the two riders approached the tunnel for the final time, Manneh made a slight mistake and left the door open for Decker to move in and make the pass. When the race was over, Decker had scored the win, with Manneh and Scevens crossing in second and third.

Manneh was determined not to make the same mistake again when the second moto left the gate. He roosted into the lead early as Decker, Corey Keeney and Brandes gave chase. Brandes took over the third spot during the opening lap, but that was as far as he progressed. Decker did his best to make it back-to-back moto wins, but Manneh was unstoppable.

As the laps wore on, Manneh rode his own race and set a pace that only Decker could match, but Decker could not overcome Manneh's advantage by the finish. Manneh took the moto win, as well as the overall victory, via a 2-1 score. Decker had to settle for second.

(Above) Defending Golden State Champion Michael Brandes (1), 250cc winner Bader Manneh (4) and Craig Decker (27) battle for the lead at the start of the 250cc Pro moto.

(Above) Manneh (4) and Decker (27) battled intensely for the 250cc title, trading moto wins. Manneh's 2-1 score clinched the class victory. (Right) Decker made up for his second-place finish in the 250cc class by running away with the 125cc class overall victory.

AMATEUR

In the 80cc (12-16) class, Billy Payne was the big winner as he beat the class favorite, Scott Conley, and Jimmy Varis. Moto one saw Varis take the wire-to-wire win as Payne, Travis Riley and Conley

battled it out for the runner-up spots. Payne held on to grab second while Conley crossed in third.

At the start of moto two, Conley shot into the lead as Payne, Sean Hamblin and Ito Posca trailed. Payne quickly took over the lead and sailed in for the win. First-moto winner Varis was back in the pack after a poor start. Conley and Hamblin held their positions throughout the moto while Posca took a detour into a mud pit. Varis was able to move up to fourth by the finish, but the best he could do was third overall.

In other race action, Casey Lytle continued his dominance by taking the win in the 125cc Intermediate class. Lytle battled it out with Tyler King and John Emerson. In the first moto, King and Ryan Clark banged bars throughout the moto with King coming out on top. Lytle could only watch the race for the lead as he sat back in the third spot.

In the second race, Lytle, Gabe Bolivar and Emerson scrapped for position early on. Lytle was able to move into the lead, past Emerson, with only a few laps remaining. A charging Jimmy Deever put Emerson back to third at the finish while Lytle scored the win and the overall, and Deever and Emerson held the second and third spots, respectively. **CN**

Sunrise Valley Raceway
Adelanto, California
Results: January 18, 1995 (Round 1 of 3)

P/W BEG: 1. Matt Contreras (KTM); 2. Taylor Gilmore (Yam); 3. Eddie Woodward (KTM); 4. Phillip Bruscella (Yam).

P/W JR: 1. Chris Nihan (Yam); 2. Ryan Roybal (Yam); 3. Ricky Hemme (Yam); 4. Tate Misiaszek (Yam); 5. Mark Atkins (Yam).

P/W MOD: 1. Ivan Shultz (Yam); 2. Jake Regan (Yam).

60 (0-8): 1. Kyle Partridge (Kaw); 2. Chris Nihan (Kaw); 3. Ryan Beat (Kaw); 4. Paul Pearcy (Kaw); 5. Joshua Grant (Kaw).

60 (9-11): 1. Chris Tocco (Kaw); 2. Joshua Hansen (Kaw); 3. Scott Howe (Kaw); 4. Jesus Casillas (Kaw); 5. Daryl Ecklund (Kaw).

80 BEG: 1. R.J. Thompson (Kaw); 2. Rich Miller (Suz); 3. Lenny Liston (Kaw); 4. Scott Ramos (Yam); 5. J.R. Terry (Suz).

80 (7-11): 1. Bobby Bonds (Kaw); 2. Bryan Jaramillo (Kaw); 3. Emitt Kling (Suz); 4. Dylan Lord (Hon); 5. Justin Mace (Suz).

80 (12-13): 1. Billy Payne (Kaw): 2. Scott Conley (Yam); 3. Jimmy Varis (Suz); 4. Monte Montague (Hon); 5. Sean Hamblin (Yam).

125 BEG (D-1): 1. Jason Fonseca (Suz); 2. Jonathan Schultz (Suz); 3. Dace Pedrow (Kaw); 4. Billy Horstman (Yam); 5. Jason Howard (Kaw).

125 BEG (D-2): 1. Rob Hall (Yam); 2. Jeremy Young (Yam); 3. Tom Harrinson (Kaw); 4. Brandon Blue (Suz); 5. Sho Ikeda (Yam).

125 JR (D-1): 1. Chris Kefalas (Hon); 2. David Ramsey (Yam); 3. Mike Cinqumars (Hon); 4. Josh Warner (Hon); 5. Kenny Terracciano (Hon).

125 JR D-2: 1. Michael Roland (Hon); 2. Chris Neitzel (Suz); 3. Kevin Jackson (Hon); 4. Seth Enslow (Hon); 5. Joshua Poole (Yam).

125 INT (D-1): 1. Casey Lytle (Hon); 2. Tyler King (Suz); 3. John Emerson (Suz); 4. Jerry Aleman (Yam); 5. Scott Johnson (Suz).

125 INT D-2: 1. Terrance Malan (Suz); 2. Doug Parsons (Suz); 3. Mike Ulven (Kaw); 4. Greg Yearsley (Yam).

125 PRO: 1. Craig Decker (Suz); 2. David Pingree (Kaw); 3. Rick Ryan (Suz); 4. Michael Brandes (Kaw); 5. Ty Davis (Kaw).

250 BEG: 1. Larry Turner (Kaw); 2. Cameron Craun (Hon); 3. Shane Leyden (Yam); 4. Richard Edwards (Kaw); 5. Mike Bush (Kaw).

250 JR: 1. Darrren Elliott (Hon); 2. Chris Kefalas (Hon); 3. Jon Levy (Yam); 4. Tony Green (Kaw); 5. Soffano Farelli (Hon).

250 INT: 1. Pat Foster (Kaw); 2. Tyler King (Yam); 3. Ryan Clark (Suz); 4. Casey Lytle (Hon); 5. Scott Johnson (Suz).

250 PRO: 1. Bader Menneh (Hon); 2. Craig Decker (Suz); 3. Michael Brandes (Kaw); 4. Jaimy Scevens (Hon); 5. Ty Davis (Kaw).

UTH MSTR: 1. Lance Johnson (Yam); 2. Brian Sweaney (Hon); 3. Darren Hoer (Suz); 4. Jon Zahrt (Yam); 5. Frankie Brundage (Yam).

VET BEG: 1. Eric Flemming (Yam); 2. Tim Riker (Kaw); 3. Jim Hickman (Suz); 4. Lee Saul (Suz); 5. Jim Blankenship (Hon).

VET JR: 1. Bob Prida (Kaw); 2. Scotty Thompson (Hon); 3. Bob Bang (Yam); 4. John Turner (Suz); 5. George Wallace (Yam).

VET INT: 1. Merle Hammer (Yam); 2. Brent Wallingsford (Kaw); 3. Kevin Aleman (Yam); 4. Steve Lawler (Yam); 5. Chris Craft (Suz).

VET 25+ Pro: 1. Bader Menneh (Hon); 2. Rick Ryan (Yam); 3. Rich Taylor (Hon); 4. Tim Telford (Yam); 5. Mike Johnson (Suz).

O/T AM: 1. Karl Kramer (Kaw); 2. Gary Yearsley (Yam); 3. J.J. Harris (Kaw); 4. Lee Johnson (Yam); 5. Bob Archer (Hon).

O/T MSTR: 1. Brent Wallingsford (Kaw); 2. Gary Jones (Yam); 3. Jaroslav Falta (Suz); 4. Carl Gazafy (Hon); 5. John Atwood (Yam).

Upcoming Rounds:
Round 2 - Ramona, California, February 5
Round 3 - Palmdale, California, February 19

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Round 2: Florida Motorsport Complex

Wild Winter

By Mike and Anne Adair

Roy Snellinger (882) and Jim Chester (97) lead the 125cc Pro division early in the moto. Chester grabbed the overall win. Keith Johnson (55) and Ron Tichenor (111) fight for the lead in the 250cc Pro class, which Johnson won.

OCALA, FL, JAN. 7-8

With four Pro class races having been run thus far in the Florida Winter AMA MX Series, four separate riders have garnered overall wins. The second stop on the circuit took place at the Florida Motorsports Complex, which also hosts a GNCC race and a Vintage Iron AHRMA National. At this event, Keith Johnson and Jim Chester were the fastest riders, taking the 250 and 125cc wins, respectively.

Kawasaki Team Green's Johnson delivered a one-two punch, finishing second in the tiddler division. The former factory KTM rider shared 250cc moto wins with Suzuki of Japan's Ron Tichenor, and was challenged by Tony Amaradio, Chester, Brian Swink, Mike Treadwell, Brian McElroy and Dag Boyeson in a very competitive contest.

Suzuki-mounted Chester was ecstatic after his final moto, though perhaps a bit confused. "I've never won a Winter Am overall," he said. "Where do I go? What do I do?"

Chester knew where to go on the track, however, wrestling the overall from Roy Snellinger and challengers Mike Brown, Barry Carsten, Johnson, Robbie Skaggs and Brian Manley.

Brown led the early stages of the first 125cc moto, before crashing and slowing due to a flat front tire. Skaggs took over the lead, but Chester pushed him hard and finally got by after the leader caught his foot under a peg on a jump. Carsten also got by, and took over the lead with a little help from his friends.

"I was after Chester and saw a wall of yellow flags ahead," said Carsten. "I caught him, he picked inside a lapper and I went outside for the pass and win."

"The lappers were trying to kill me," said a frustrated Chester.

In the restarted second moto, Norwegian Snellinger roosted the field out of the gate and never faltered, leading every lap to the checkered flag. "Before last week I was in Norway and all I could do was cross country skiing," he said. "My arms have been pumping up badly, but being out front in this moto, they did not pump so bad."

"Snellinger was riding well," said runner-up Chester.

Both Swink and Ron Tichenor dropped out of the first 250cc moto. "I overjumped a turn, landed in a 'dozer rut and went over the bars," said Tichenor, who was getting in some "practice" during Japan's off-season. "I was a lap down before I knew it."

"My rear brake pedal failed, and I had no brake," said Swink, who was gaining on the leaders at the time. "I really wanted to catch Johnson. Oh, well."

Brian McElroy had led the moto early on, but Johnson and Amaradio both got by and raced for the lead. Johnson pulled away and took the win over Kevin Crine. McElroy again pulled the holeshot in moto two, but Amaradio passed him on lap two and led for four laps. Tichenor pulled by and built up a good lead before taking the flag.

"I've been on vacation," said Tichenor. "I go back (to Japan) in March to defend my championship. It's really fun seeing so many friends at the Winter Am."

Johnson, who ended second ahead of Crine, said, "Crine was riding hard and I was tired. I finally got by him when he crashed."

Treadwell, who earned second overall said, "I was consistent today. I did a '(John) Dowdy' today - second overall with a 5-3 finish."

Mike Andrews and Earl May battled in both 30+ A and Vet Pro motos, with

May claiming both wins. "I have raced with Earl for many years and always enjoy it," said Andrews. "He's a tough competitor and hard to pass."

Four riders scored double wins in Saturday's amateur program: Robbie Skaggs (125 and 250cc A), Brock Sellards (16-24 and 250cc B), Ricky Carmichael (85cc 14-15 and 125cc 12-15) and Ernesto Fonseca (85cc 12-13 and Supermini).

The first 125cc A moto was a battle royale between Paul Currie, Skaggs, Chester and Carsten. Skaggs led Chester across the finish. Carsten described the outcome of moto two, saying, "Skaggs and I caught up with Chester. Skaggs moved inside him, and, as Chester let off, I got by on the outside. I set Skaggs up later. I hit the tops of some chop just right, got alongside Skaggs and powered by him for the win on the next straight."

Skaggs bounced back with a 250cc A sweep, saying, "Chester led the first moto, and I was in fourth. It was so muddy that I couldn't get close without getting blinded by his roost. I just trailed him, then hammered a set of whoops and got by him for the win."

Matt Maximoff, who has returned from racing after a nine-month hiatus, pushed Skaggs in moto two. "I was looking pretty good until my hand came off the grip and I crashed," said Maximoff. Skaggs took the final moto win. CN

Florida Motorsports Complex
Ocala, Florida
Results: January 7-8, 1995 (Round 2 of 4)

125 PRO: 1. Jim Chester (Suz); 2. Keith Johnson (Kaw); 3. Barry Carsten (Suz); 4. Roy Snellinger (Suz); 5. Robbie Skaggs (Kaw); 6. Ty Wallace (Suz); 7. Brian Manley (Suz); 8. Mike Treadwell (Suz); 9. Chris Brown (Yam); 10. Doug Dehaan (Suz).

250/500 PRO: 1. Keith Johnson (Kaw); 2. Mike Treadwell (Suz); 3. Dag Boyesen (Yam); 4. Brian McElroy (Yam); 5. Ronnie Tichenor (Suz); 6. Tony Lorusso (Suz); 7. Gene Naumec (Yam); 8. Brian Austin (Hon); 9. Chris Bailey (Hon); 10. Kevin Crine (KTM).

VET PRO: 1. Earl May (Kaw); 2. Mike Andrews (Suz); 3. Kevin Knight (Hon); 4. Michael Tippin (Hon); 5. John Lundy (Hon).

125 A: 1. Robbie Skaggs (Kaw); 2. Barry Carsten (Suz); 3. Jim Chester (Suz); 4. Jeff Curry (Suz); 5. Andre Pene (Suz).

250/500 A: 1. Robbie Skaggs (Kaw); 2. Jim Chester (Suz); 3. Dwayne Bone (Hon); 4. Andre Pene (Suz); 5. Jeff Curry (Suz).

P/W (5-6): 1. Davi Milsaps (Cob); 2. Michael Lozaw (Cob); 3. Jake Griffis (Cob); 4. Bradley Wright (LEM); 5. Wang Wang Haynes (Yam).

P/W (7-8): 1. Mathew Goerke (Cob); 2. Chris lazzaretto (LEM); 3. Andrew Matusek (LEM); 4. Kyle Orr (Cob); 5. Cody Roth (KTM).

85 (7-11): 1. Travis Pastrana (Suz); 2. Robert Farnell (Yam); 3. Josh Summey (Kaw); 4. James Stewart (Kaw); 5. Troy Adams (Suz).

85 (12-13): 1. Ernesto Fonseca (Yam); 2. Matt Walker (Kaw); 3. Jessie Ballard (Suz); 4. Tyson Hadsell (Suz); 5. Aaron Lindsy (Kaw).

85 (14-15): 1. Ricky Carmichael (Kaw); 2. Derrick Bentley (Kaw); 3. Ray Hanse (Kaw); 4. Jeremy Shuttleworth (Yam); 5. Michael McAnelly (Kaw).

S/MINI: 1. Ernesto Fonseca (Yam); 2. Travis Pastrana (Suz); 3. Shae Bentley (Yam); 4. Ricky Carmichael (Kaw); 5. Robert Farnell (Yam).

125 YTH: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Hon); 3. Shae Bentley (Kaw); 4. Kenny Jones (Hon); 5. Brad Cannon (Kaw).

16-24: 1. Brock Sellards (Kaw); 2. Charles Dunaway (Kaw); 3. James Morolny (Kaw); 4. Scott Pinson (Suz); 5. Lee Tathan (Hon).

25+ A: 1. Barry Carsten (Suz); 2. Earl May (Kaw); 3. Mike Stahlman (Yam); 4. Mike Andrews (Suz); 5. Pat Barton (Suz).

30+ A: 1. Earl May (Kaw); 2. Mike Andrews (Suz); 3. Alan Andreu (Yam); 4. Kevin Clytoe (Suz); 5. Kevin Knight (Hon).

25+: 1. Jeff Reynolds (Yam); 2. John Haynes (Yam); 3. Marcus Pedrero (Suz); 4. Steve Dumond (Yam); 5. Steve Dye (Kaw).

30+: 1. Billy Wood (Yam); 2. Mark Beamer (Suz); 3. Ed Kiley (Kaw); 4. John Havens (Yam); 5. Steve Pyie (Kaw).

35+: 1. Gary Graham (Hon); 2. Dell Miller (Hon); 3. Woody Strickland (Yam); 4. Pat Post (Hon); 5. Barry Mayo (Kaw).

40+: 1. Woody Strickland (Yam); 2. David Johnson (Yam); 3. David Clemence (Hon); 4. Randy Morris (Kaw); 5. Gary Peak (Yam).

50+: 1. Robert Sweeney (Hon); 2. Frank Cafillo (Hon); 3. Charles Lehing (Hon); 4. Charles Hawk (Hon); 5. Ronald Hauk (Suz).

125 B: 1. Brock Sellards (Kaw); 2. Robbie Horton (Kaw); 3. Jarrett Tipping (Suz); 4. John David (Hon); 5. Charles Dunaway (Kaw).

250 B: 1. Robbie Horton (Kaw); 2. Brock Sellards (Kaw); 3. Jarrett Tipping (Suz); 4. Eddie Ray (Kaw); 5. Mitchell Hodges (Kaw).

500 B/C: 1. Lee Tatham (Hon); 2. Pat Post (Hon); 3. Randy Morris (Kaw); 4. Bob Moore (Hon); 5. David Ezell (KTM).

125 C: 1. Brad Cannon (Kaw); 2. Ched Vancalston (Kaw); 3. Scott McGuigan (Hon); 4. Wayne Schaefer (Suz); 5. Bubba Woodham (Suz).

250 C: 1. Eric Elan (Kaw); 2. Scott Linkous (Suz); 3. Michael Lepp (Kaw); 4. Greg Henkel (Yam); 5. Keith Morgan (Yam).

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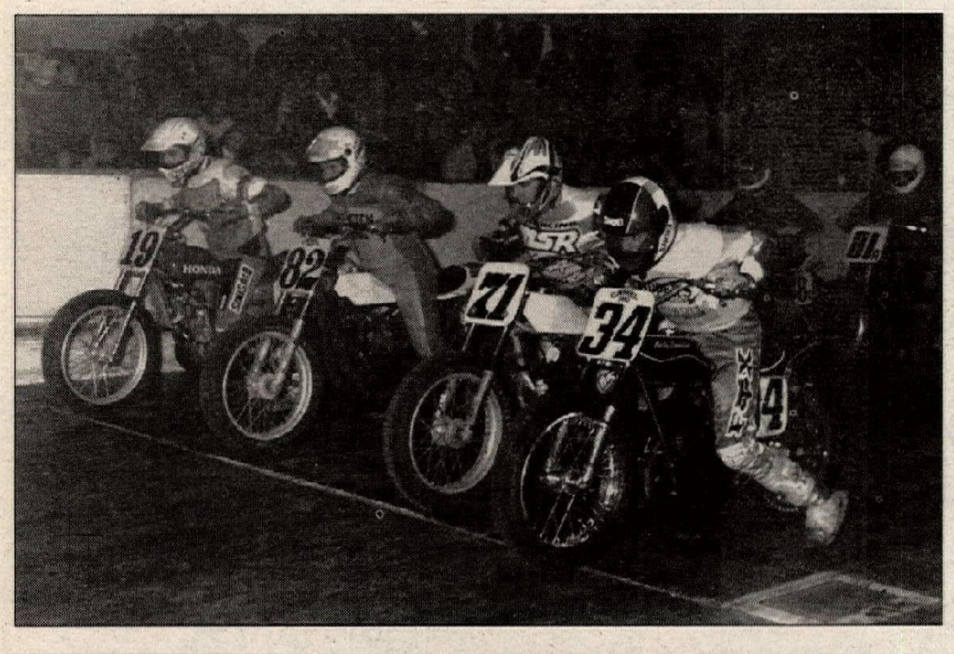
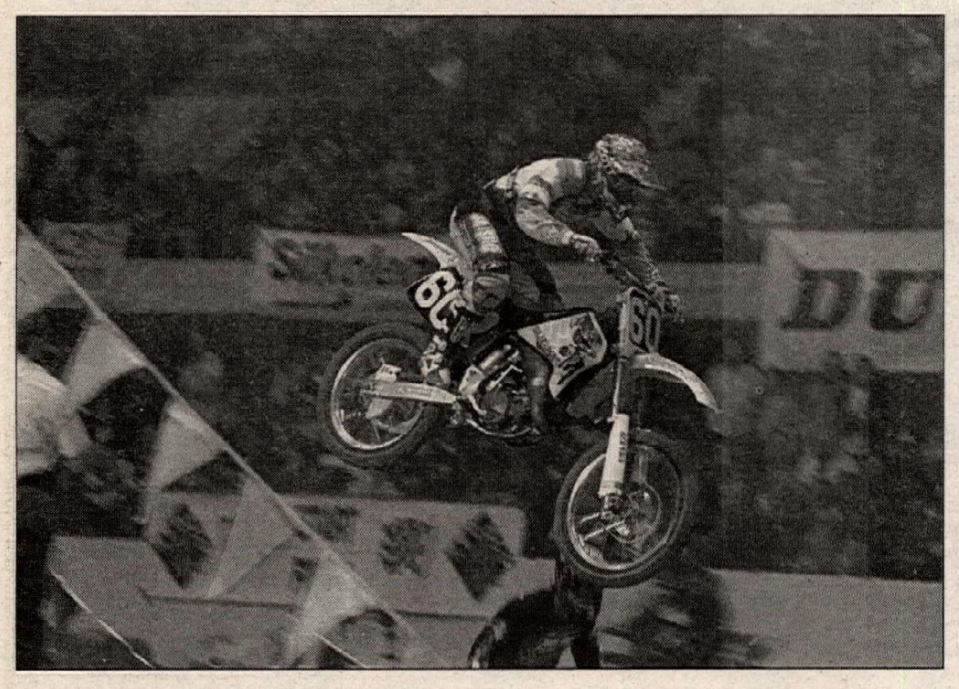




AMA National Arenacross Series: Round 4

Buehl, Reynard raid Fort Worth

By Kat Spann
Photos by Billy Jones

FORT WORTH, TX, JAN. 6-7

Privateer Jeromy Buehl took Will Rogers Coliseum in Fort Worth to new heights when he blasted his way to the winner's circle in both the 125 and 250cc Expert events during Friday night's Red Dog/Malcom Smith Racing AMA Arenacross National.

But Saturday night played host to a standing room only crowd that was kept on its feet cheering on Team Kawasaki's Robbie Reynard, who took his place in the winner's circle after grabbing both the 125 and 250cc Expert top spots.

"This is one of the toughest tracks we've raced in this series," Buehl said. "The technical whoops were the deciding factor as one mistake and it would cost you your position."

Fourteen riders raced 14 laps in Friday's 125cc main, with Buehl and Shawn Morgan sharing the spotlight together in the first turn. Buehl was first to exit the turn and lead through the whoops. Morgan kept the second spot, followed by Grayson Goodman and Cliff Palmer. Goodman reeled in Morgan by the end of the bumpy section and cut him off in the sweeper before the big double. Palmer began to hunt down Morgan, moving into third by the end of lap three. Palmer slid out on the 11th lap and lost several positions, which opened the door for Morgan to finish third behind winner Buehl and Goodman. Billy Whitley grabbed the holeshot to start Friday's 250cc main, with Palmer in the number-two spot. Buehl hammered through the whoops, passed Palmer on lap five and began to reel in Whitley. All three raced together until Whitley caught his second wind and was able to put some distance on Buehl, and then Palmer hit the ground. Palmer worked his way back up to Morgan on lap 13 and passed for third with the white flag in sight, as Buehl and Whitley finished first and second, respectively.

It didn't take long for word to get out that Reynard, the '93 AMA Arenacross National Champion, was on hand Saturday night to have some fun and prepare for the Orlando Supercross. In the 125cc main, Reynard chased Whitley for three laps before blasting through the whoops to take over second and chase after Palmer. With three laps to go, Reynard got by Palmer for the win. The 250cc main event saw Whitley take the holeshot honors and keep the lead into lap two before Reynard took the front spot in the first turn to the whoops and led to the finish. CN

(Top) Georgie Price (71) leaves the line with Scott Saunders (34) and Bob Sweeten (82) in the 250cc Pro class at the Timonium Indoor Short Track. Price bagged wins on both nights.
(Above) Jeromy Buehl had a good night during round four of the AMA National Arenacross at the Will Rogers Coliseum. Buehl topped the main events in the 125 and 250cc classes.

Results

Friday
125 MAIN: 1. Jeromy Buehl (Suz); 2. Grayson Goodman (Hon); 3. Shawn Morgan (Kaw); 4. Cliff Palmer (Hon); 5. Billy Whitley (Kaw).
250 MAIN: 1. Jeromy Buehl (Suz); 2. Billy Whitley (Kaw); 3. Cliff Palmer (Hon); 4. Shawn Morgan (Kaw); 5. Jason Upshaw (Hon).
50: 1. Kendal Owens (LEM); 2. Cody Dickey (Yam); 3. Justin Davidson (Itj); 4. Dusty Hollister (Yam); 5. Justin Pinckard (KTM).
Saturday
125 MAIN: 1. Robbie Reynard (Kaw); 2. Cliff Palmer (Hon); 3. Grayson Goodman (Hon); 4. Jeromy Buehl (Suz); 5. Billy Whitley (Kaw).
250 MAIN: 1. Robbie Reynard (Kaw); 2. Billy Whitley (Kaw); 3. Roy Schellenberger (Kaw); 4. Dennis Hawthorne (Kaw); 5. Grayson Goodman (Hon).
50: 1. Justin Davidson (Itj); 2. Dusty Hollister (Yam); 3. Jimmy Lay Jr. (Yam); 4. Cody Dickey (Yam); 5. Justin Pinchard (KTM).

Price Powers to Timonium Indoor Short Track wins

By Len Breech

TIMONIUM, MD, DEC. 9-10

Georgie Price took the 250cc Pro wins on his Spectro/Moroney's H-D/Tucker Rockey/Arai-sponsored Yamaha when the Cockeysville Optimist Club and the Baltimore County Trail Riders again hosted their 19th annual Indoor Short Track Series at the Cow Palace building on the Maryland State Fairgrounds.

In Friday's 250cc Pro class, Scott Saunders led Price, Bob Sweeten and Lewis out of the second turn. Price took command when he nudged Saunders as they hit the third turn on the fifth lap. Lewis and Sweeten also slipped by, but Price held on for the win.

Price also became the first winner on a 600 as they held a Pro Invitational for the big singles.

Kevin Varnes grabbed the lead from Price, Robert Lewis and Mike Varnes. After several laps of trying, Price took the lead as they entered the third turn on the eighth lap.

Along with Price, the only other rider to win both nights was defending 80cc champ, Donnie Mullen, in the 80s. All other classes had different winners both nights.

Josh Wilson and Brian Phillips traded places in the 55cc (4-6), and Dan Guiseppe and Chris Klinefelder took the 55cc (7-8) wins. Todd Stith and Steve Cromwell won the 125cc classes, with Gary Clark and Larry Sweeten topping the 250s, and Mark Burkholder and Clarence Bull trading spots in the 360cc classes.

Results

Friday
55 (4-6): 1. Brian Phillips (Yam); 2. Josh Wilson (Hon); 3. Mike Brown (Yam); 4. Chad Uhler (Yam); 5. Steve Jolly (Suz).
55 (7-8): 1. Dan Guiseppe (LEM); 2. Zach Calcutt (M-M); 3. Jared Mees (Itj); 4. David Farbman (Hon); 5. Brian Douglas (Yam).
80: 1. Donnie Mullen (Suz); 2. Nick Lipira (Yam); 3. Jake Johnson (Hon); 4. Brody Miller (KTM); 5. Joe Eades (Kaw).
125: 1. Todd Stith (Hon); 2. Tom Skethway (Hon); 3. Dale Verzi (Kaw); 4. Jay Boarman (Kaw); 5. Jim Blair (Hon).
250: 1. Gary Clark (Yam); 2. Larry Sweeten (Yam); 3. Perry Phillips (Hon); 4. Mike Klopp (Mai); 5. Roy Miller (Yam).
360: 1. Mark Burkholder (Bul); 2. Clarence Bull (Hon); 3. Harold Brossman (Bul); 4. Robbie Hale (Yam); 5. David Rittenhouse (Yam).
250 PRO: 1. Georgie Price (Yam); 2. Paul Crumling (Hon); 3. Eddie Hidden (Yam); 4. Mike Varnes (Yam); 5. Ken Yoder (Yam).
Saturday
55 (4-6): 1. Josh Wilson (Hon); 2. Brian Phillips (Yam); 3. Chad Uhler (Yam); 4. Steve Jolly (Suz); 5. Jeremy Sheppard (Yam).
55 (7-8): 1. Chris Klinefelder (Hon); 2. Dan Guiseppe (Lem); 3. Zach Calcutt (M-M); 4. Brian Douglas (Yam); 5. John Kraft (Yam).
80: 1. Donnie Mullen (Suz); 2. Ben Miller (Yam); 3. Brody Miller (KTM); 4. Robert McFadden (Yam); 5. Corey Hormes (Hon).
600 PRO: 1. Georgie Price (Rtx); 2. Kevin Varnes (Rtx); 3. Robert Lewis (Rtx); 4. Mike Varnes (Rtx); 5. Mike Klopp (Hon).
125: 1. Steve Cromwell (Hon); 2. Todd Stith (Hon); 3. Tom Skethway (Hon); 4. Todd Hurst (Yam); 5. Tim Eades (Hon).
250: 1. Larry Sweeten (Yam); 2. Dan Reichert (Bul); 3. Tom Majeski (Hon); 4. Gary Clark (Yam); 5. Mike Keane (Kaw).
360: 1. Clarence Bull (Hon); 2. Mark Burkholder (Bul); 3. Harold Brossman Jr. (Bul); 4. Jim Hollister (Hon); 5. Bill Kraft (Yam).
250 PRO: 1. Georgie Price (Yam); 2. Robert Lewis (Hon); 3. Bob Sweeten (Kaw); 4. Scott Saunders (H-D); 5. Mike Varnes (Yam).

Oglesbee, Brown blaze Vancouver Short Track

By Clay Light

VANCOUVER, WA, DEC. 18

Former AMA Junior Pro sensation Mike Oglesbee came out of a 10-year retirement quite triumphantly by capturing two wins during the indoor short track racing at the Clark County Fairgrounds.

Oglesbee won the 30+ and 250cc A mains to join 80 and 125cc A winner Beau Brown as the day's biggest winners.

Oglesbee, like Brown, won all four of his heat races to sit on the pole in both classes that he contested. In the 30+ final, Oglesbee and Triumph 150-mounted Chuck Hodson continued a battle that started off in the heat races. Oglesbee escaped with a narrow win while Hodson, Dan Dickinson and Open Amateur winner Kenny McCann followed.

Tim Ricketts put his Honda out in front of the 250cc A main, but Ricketts' lead didn't last for long as Oglesbee gobbled it up. Bultaco rider Rick Hill crashed, bringing out the red flags, but on the restart it was Oglesbee's Honda back out front for keeps. Terry Akin improved his position drastically after the restart and netted second ahead of Lance Overman, John Smith and Monty Price.

Brown just keeps reeling in the wins in the small-wheel classes, and today wasn't much different. Brown and teammate Sean Light ran 1-2 for nine of 10 laps in the 80cc A main but Light slid out and Timmy Ricketts, Matt McCoy and Jacob Currey got by him. Brown also netted the 125cc A win over a hard-charging McCoy, Honda riders Steve Akin and Matt Agar, and Light.

Rex Fisher also continued his winning ways by topping an Open Pro finale with relative ease. The only battles the National number 12 plate holder had was dodging lapped riders. Dan Kirk finished second ahead of McCann.

Results

OPEN PRO: 1. Rex Fisher (Rtx); 2. Dan Kirk (Hon); 3. Kenny McCann (Yam); 4. Mike Oglesbee (Hon); 5. Lance Overman (Suz).
OPEN AM: 1. Kenny McCann (Yam); 2. Corey Dickinson (Hon); 3. Dan Dickinson (Tri).
250 A: 1. Mike Oglesbee (Hon); 2. Terry Akin (Yam); 3. Lance Overman (Suz); 4. John Smith (Ric); 5. Monty Price (Yam).
125 A: 1. Beau Brown (Kaw); 2. Matthew McCoy (Yam); 3. Steve Akin (Hon); 4. Matt Agar (Hon); 5. Sean Light (Kaw).
60 A: 1. Beau Brown (Kaw); 2. Timmy Ricketts (Hon); 3. Matthew McCoy (Yam); 4. Jacob Currey (Hon); 5. Sean Light (Kaw).
30+ A: 1. Mike Oglesbee (Hon); 2. Chuck Hodson (Tri); 3. Dan Dickinson (Tri).
60 A: 1. Kyle Melton (Kaw); 2. Joey Hazel (Kaw).

Fitzhugh, Waite wallop Oakwood Short Track

By Clay Light

ROY, WA, DEC. 17

AMA Expert Chris Fitzhugh and minicycle sensation Chris Waite were two of only three of the over 150 entrants on hand to card a double win at the Oakwood Arena's Indoor Short Track.

Aside from Open Pro and 30+ class winner Fitzhugh and 60/125cc dominator Waite, there were a lot of big winners at the event, which doubled as the annual Christmas race. Santa rode in on a Harley-Davidson and handed out a bountiful amount of promoters Ron and Carol Kell's prizes.

Waite's first win came in the 60cc A main where he used the pole position to launch into an untouchable lead that he maintained the entire race, leaving second up for grabs between Mike Rochester and Kyle Bunger, who slid out and lost third to Yamaha rider Josh Johnson.

Win number two for the Olympia Honda/Evans-Waite Construction-backed Waite came after fending off the Northwest's hottest rider of late - Beau Brown - in the 10-lap, eight-rider 125cc A main. Waite got off the line and flat ran away with the race while Brown and 80cc A main winner Jake Holden fought for second, a spot which would go Brown's way.

Fitzhugh's Open Pro win came after fighting off fellow Experts Troy Rose and rookie Eli Price. Fitzhugh led the entire 15 laps, while Rose spent what seemed like an eternity trying to get around him.

Fitzhugh came back in the 30+ class race to lead the 30+ contestants wire-to-wire for a win aboard the Bell/Steve Haug/Paul Peiroli/Dick Wall/Compact Car Corner-backed Rotax. Second went Tim Mitchell's way.

The third rider to card a double win was Cobra rider Joel McBride, who won the 50cc Stock and Modified classes.

Results

OPEN PRO: 1. Chris Fitzhugh (Rtx); 2. Troy Rose (Yam); 3. Eli Price (Rtx).
OPEN TW A: 1. Mike Harritt (Yam); 2. John Mierz (Hon); 3. Wilie Ward (Yam).
OPEN 30+ A: 1. Chris Fitzhugh (Rtx); 2. Tim Mitchell (Yam); 3. Mike Harritt (Yam).
250 A: 1. Joe Lenz (Yam); 2. George Frindiville (Hon); 3. Rick Hill (Bul).
125 A: 1. Chris Waite (Hon); 2. Beau Brown (Kaw); 3. Jacob Holden (Hon).
80 A: 1. Jacob Holden (Hon); 2. Beau Brown (Kaw); 3. Chris Waite (Hon).
80 KNBBY: 1. Davey Pardee (Kaw); 2. Tyson Blood (Suz); 3. Scott Houseman (Hon).
60 A: 1. Chris Waite (Hon); 2. Mike Rochester (Kaw); 3. Josh Johnson (Yam).
50 MOD: 1. Joel McBride (Cob); 2. Tyler Wharton; 3. Kevin Urqhuart (Yam).
50 STK: 1. Joel McBride (Cob); 2. Kevin Urqhuart (Yam); 3. Tyler Wharton (Yam).
P/W: 1. Matt Houseman (Yam); 2. Brad Seefeld (Yam); 3. Justin McMillan (Suz).

Clark cranks at San Jose Barn Burner Short Track

By Bill Spencer

SAN JOSE, CA, DEC. 17

Sammy Clark captured the highly prized Pee-Wee Novice class victory at round four of the Barn Burner Series at the Santa Clara County Fairgrounds.

Clark scored the win when Rod Spencer Jr. bailed, giving up three spots. The junior member of the Spencer clan had a substantial lead until crashing all by himself and letting Clark, Chris Touchatt and Trevor Doniak by for the trophy spots while Eric Carrillo continued to dominate the Pee Wee Expert class.

Gary Plattje wheelied to the 100cc Stock Novice class win over Kelly Bennett and Roy Rose while Troy DeHerrera easily won the Expert portion over Mark Corsetti and Jason Murrell.

America's Funniest Videos missed an opportunity when the top three riders in the 100cc Novice Modified class all crashed in the last corner of the last lap. Jesse Van Kol, Tony Rose and Tim Hodge all gathered themselves and their bikes up at about the same time and finished in the same order they crashed.

Derek Overkamp timed his pass of Paul Ungars perfectly for the 100cc Junior Modified class win, but only after Billy Martins got in the leader's way after a fall. Ungars hesitated just a bit too long and Overkamp pounced for the win, while Ungars continues to lead the points.

Brett Landes won the fastest of the three Pro heats and timed the start perfectly to win the main event by four bike lengths over Rod Spencer and Troy DeHerrera, with Brad Spencer fourth over Jeff Eklund and Mark Corsetti.

Results

P/W NOV: 1. Sam Clark (Yam); 2. Chris Touchatt (Yam); 3. Trevor Doniak (Yam).

P/W EX: 1. Eric Carillo (Yam); 2. Adrien Figueroa (Yam); 3. Corey Eaton (Yam).

100 STK NOV: 1. Gary Plaatje (Hon); 2. Kelly Bennett (Hon); 3. Roy Rose (Hon).

80: 1. Chris Canepa (Yam); 2. Brad Spencer Jr. (Hon); 3. Ruben Valles (Hon).

100 EX STK: 1. Troy DeHerrera (Hon); 2. Mark Corsetti (Hon); 3. Jason Murrelle (Hon).

100 JR MOD: 1. Derek Overkamp (Hon); 2. Paul Ungars (Hon); 3. Randy Hannagan (Hon).

100 VET NOV: 1. Gary Plaatje (Hon); 2. Roy Rose (Hon); 3. Dennis Cameron.

100 NOV MOD: 1. Dave DeCamp (Hon); 2. Tim Hodge (Hon); 3. Tony Rose (Hon).

100 JR STK: 1. Paul Ungaro (Hon); 2. Roger Sanchez (Hon); 3. David Morgan (Hon).

PRO: 1. Brett Landes (Hon); 2. Rod Spencer (Hon); 3. Troy DeHerrera (Hon); 4. Brad Spencer (Hon); 5. Jeff Eklund (Hon).

Sandhill hosts annual Hangover Marathon

By Bill Spencer

BRENTWOOD, CA, JAN. 11

Just over 240 motorcyclists were on hand to compete on the three-mile course at Tom Anderson's Sandhill Ranch for the 22nd annual San Jose Yamaha Hangover Marathon. The course that included the infamous Godzilla hill was in great shape considering the two days of rain, but the parking lot was a muddy mess that kept at least 50 riders from entering the facility.

Los Altos Dirt Bike rider Mark Keeling was the winner of the first hour race for minis and 125s. Joe Bruce, on board a San Jose Yamaha-sponsored YZ125, crashed at least five times before bowing out after leading the early laps, while Jeff Brownlee was second over Kevin Wise, Phil Scott and Oliver Souza.

Ricky Gonzales was the bravest of the kids, winning the 80cc portion on his KX with seven laps complete. Shawn Ochoa was second.

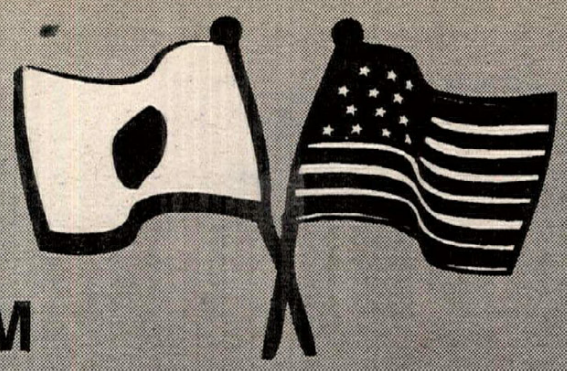
The first Veteran race, which had some 55 entries, went to former D-36 champ Dave Wood, who led all 14 laps. Scott Link was second on the first lap, but was replaced by Shawn Feeling for the next five laps before Alan Thomason took the position to complete the 16-lap affair. Feeling held on for third over Link.

Another class with over 50 entries was the 250cc class, where Tyson Vohland took the win and then promptly declared his retirement.

The former mini whiz and Nationally and Internationally ranked MXer diced with Jesse Ochoa and David Duarte before pulling away for the win, while Joe Bruce recovered enough from his first race to take second. Duarte was third, while former speedway ace Ochoa was fourth over Mark Kerling and Pete Piantanida.

The Open class event for machines displacing 251cc and over went to Kevin Green, with Mike Lorro second over Michael Renner.

Steve Machado led the first three laps of the Old Timer/Vintage race before having arm



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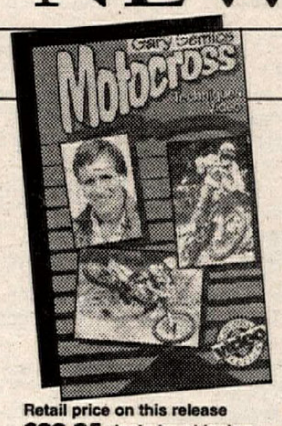

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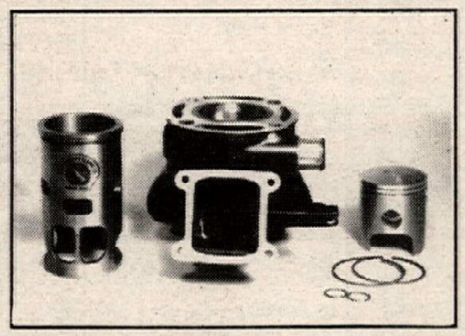

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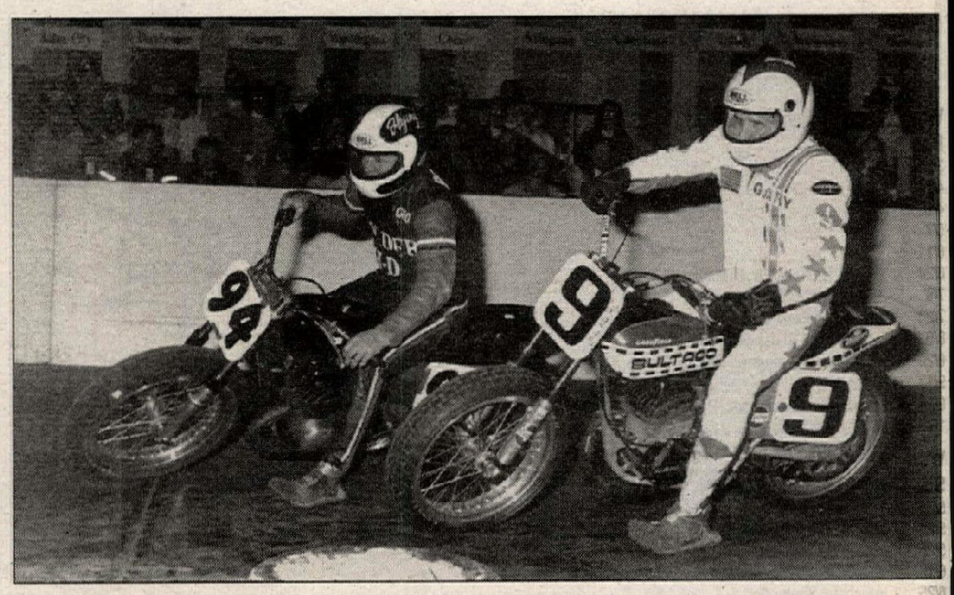


Gary Nixon (9) and George Roeder (94) battle in match race action at the Timonium Indoor Short Track. Roeder's Montesa broke down in the finale.

pump problems. Pete Vandenberg led the next few laps before Mike Kalamares wrestled his Suzuki to the checkers for the victory. Ron Melton worked from a poor start and a fifth on the first lap to take second about one minute behind Kalamares, with Vandenberg third over KTM-mounted Brian Maclean and fifth-placed Scott Neely.

Results

Race 1
O/A: 1. Mark Karling (Yam); 2. Jeff Brownlee (Suz); 3. Kevin Wise (Suz); 4. Phil Scott; 5. Dave Flashberger (Hon).
MINI: 1. Ricky Gonzales (Kaw); 2. Shawn Ochoa (Hon); 3. Lori Rivas (Kaw).
Race 2
VET (D-1): 1. Dave Wood (Kaw); 2. Alan Thomason (Hon); 3. Shawn Freling (Kaw); 4. Scott Link (Yam); 5. Lee Miller (Kaw).
Race 3
250: 1. Tyson Vohland (Yam); 2. Joe Bruce (Yam); 3. Dave Duarte (Hon); 4. Jess Ochoa (Kaw); 5. Mark Kerring (Yam).
Race 4
OPEN: 1. Kevin Green (Kaw); 2. Mike Lorro (Hon); 3. Michael Renner (Kaw); 4. Brian Conley (Hon); 5. Paul Armada (Hon).
Race 5
OT/VINT: 1. Mike Kalamares (Kaw); 2. Ron Melton (Yam); 3. Pete Vandenberg (Hon); 4. Brian Maclean (KTM); 5. Scott Neely (Yam).
WMN: 1. Naomi Willis (Hon); 2. Gina Dawson (Kaw).
VINT: 1. Allen Wenzel (Gre).
Race 6
VET (D-1): 1. David Duarte (Hon); 2. Mike O'Shaughnessy (Hon); 3. Jerra Brandt (Yam); 4. John Zender (Hon); 5. Will Conley (Yam).

Reichert rolls to final Timonium Indoor Short Track win

By Len Breech

TIMONIUM, MD, DEC. 17

After competing in almost all the Timonium indoor short track events for the past 19 years, Danny Reichert took the checkered flag first to win his final race in the 250cc class at the Maryland facility.

While Reichert won the race, he finished third behind Larry Sweeten and Gary Clark in the final point standings.

Reichert jumped in front of Gary Clark, Larry Sweeten and Tom Majeski at the start of the main and pulled away, while Sweeten got by Clark on the fourth lap, with Majeski sneaking by also. Sweeten and Majeski stayed close to one another, but neither rider could catch Reichert, who took the checkered flag. With third-placed Majeski as a cushion, Sweeten's second-place finish was enough to edge Clark for the class title by one point.

With the exception of Jake Johnson's win in the 80cc class, all the other winners also took their class point title. Brian Phillips and Danny Guiseppe took their respective 55cc classes, while Todd Stith finally nabbed a 125cc class title after years of falling just short, Clarence Bull topped the 360s and Georgie Price added to his win list with yet another title in the 250cc Pro class.

Results

55 (4-6): 1. Brian Phillips (Yam); 2. Chad Uhler (Yam); 3. Josh Wilson (Hon); 4. Nick Henderson (Yam); 5. Mike Brown (Yam).
55 (7-8): 1. Dan Guiseppe (LEM); 2. Zach Calcutt (M-M); 3. Brian Douglas (Yam); 4. Chris Klinefelder (Hon); 5. Jared Mees (M-M).
80: 1. Jake Johnson (Hon); 2. Donnie Mullen (Suz); 3. Bruce Ingram (Yam); 4. Corey Hormes (Hon); 5. Scott Morrison (Kaw).
125: 1. Todd Stith (Hon); 2. Tom Skethway (Hon); 3. Steve Cromwell (Hon); 4. Tim Eades (Hon); 5. Mike Johnson (Hon).
250: 1. Danny Reichert (Bul); 2. Larry Sweeten (Yam); 3. Tom Majeski (Hon); 4. Gary Clark (Yam); 5. Mark Heiser (Kaw).
360: 1. Clarence Bull (Hon); 2. David Rittenhouse (Yam); 3. Harold Brossman (Bul); 4. Bob Babcock (Hon); 5. Bill Kraft (Hon).
250 PRO: 1. Georgie Price (Yam); 2. Paul Crumling (Hon); 3. Scott Saunders (H-D); 4. Mike Varnes (Suz); 5. Eddie Hidden (Yam).
Final Series Point Standings
55 (4-6): 1. Brian Phillips 86; 2. Josh Wilson 75; 3. Chad Uhler 64.5; 4. Steve Jolly 51; 5. David Higginbottom 41.5.
55 (7-8): 1. Dan Guiseppe 82.5; 2. Zach Calcutt 73; 3. Brian Douglas 56.5; 4. Chris Klinefelder 52.5; 5. David Farbman 48.
80: 1. Donnie Mullen 86; 2. Jake Johnson 56; 3. Joe Eades 49; 4. Brody Miller 47; 5. Bruce Ingram 41.5.
125: 1. Todd Stith 82; 2. Steve Cromwell 72; 3. Tom Skethway 71; 4. Dan Verzi 41.5; 5. Tim Eades 40.5.
250: 1. Larry Sweeten 73; 2. Gary Clark 72; 3. Danny Reichert 54; 4. Tom Majeski 37; 5. Mark Heiser 34.5.
360: 1. Clarence Bull 84; 2. Harold Brossman 67; 3. Mark Burkholder 57.5; 4. David Rittenhouse 56.5; 5. Paul Shoemaker 44.
250 PRO: 1. Georgie Price 88; 2. Mike Varnes 54; 3. Paul Crumling 46.5; 4. Ken Yoder 44.5; 5. Scott Saunders 42.

Fitzhugh, Fisher clash at Clark Co. Short Track

By Clay Light

VANCOUVER, WA, JAN. 1

Chris Fitzhugh and Rex Fisher brought in the new year with a bang in a battle for top money in the Open Pro class at the next-to-last race of the indoor short track series at the Clark County Fairgrounds.

Fitzhugh won the heated Open Pro battle and added a win in the 30+ final to card one of two double class victories for the day. The other went to Beau Brown, winner of the 80 and 125cc A classes.

In the 30+ A main, Yamaha rider Steve Fruczinski, one of a hoard of Seattle-area riders to come south, took an early lead, but the Rotax-mounted Fitzhugh carved through traffic to overtake Fruczinski and go on to take a win. Fruczinski held on for second, while Triumph rider Dan Dickinson, Steve Haug and Kenny McCann trailed.

Fitzhugh flew to the head of the field in Open Pro action and was never headed. Fisher used a variety of different lines in an attempt to find a way around Fitzhugh, but Fitzugh would not be denied in his quest for a sweep of the heat race and main events. Fisher finished a very close second, while Haug, Fruczinski and McCann followed.

Brown won the 80cc A main despite his toughest competition yet in the series. Honda-mounted Chris Waite gave Brown fits in the 80 and 125cc classes, but Brown came out on top each time. In the 80cc class, both Brown and Waite received the white flag twice and pulled off a lap too soon. Once they realized that the race wasn't over, it was a shootout to the finish. Brown won by a wheel.

Another great performance was put in by Honda-mounted Allen Morinville, who won the Open A main with the day's biggest lead. Mark McGauic held off Corey Dickinson to take second. CN

Results

OPEN PRO: 1. Chris Fitzhugh (Rtx); 2. Rex Fisher (Rtx); 3. Steve Haug (Yam); 4. Steve Fruczinski (Yam); 5. Kenny McCann (Yam).
OPEN A: 1. Allen Morinville (Hon); 2. Mark McCauic (Hon); 3. Corey Dickinson (Hon); 4. Dan Dickinson (Tri); 5. Brian Paul (Rtx).
30+ A: 1. Chris Fitzhugh (Rtx); 2. Steve Fruczinski (Yam); 3. Dan Dickinson (Tri); 4. Steve Haug (Yam); 5. Kenny McCann (Yam).
250 A: 1. Joe Lenz (Hon); 2. Kristina Paul (Hon); 3. Tim Ricketts (Hon).
125 A: 1. Beau Brown (Kaw); 2. Chris Waite (Hon); 3. Steve Akin (Hon); 4. Rick Moore (Suz); 5. Sean Light (Kaw).
80 A: 1. Beau Brown (Kaw); 2. Chris Waite (Hon); 3. Timmy Ricketts (Hon); 4. Sean Light (Kaw); 5. Jacob Currey (Hon).
60 A: 1. Chris Waite (Kaw); 2. Kyle Dwyer (Cob); 3. Joey Hazel (Kaw); 4. Kyle Helton (Kaw); 5. Amy Fruczinski (Yam).
50 A: 1. Kyle Dwyer (Yam); 2. Chad Dwyer (Yam); 3. Corey Bye (Suz).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
6/11 Mugello, Italy, Rnd 5
6/24 Assen, Netherlands, Rnd 6
7/9 Le Mans, France, Rnd 7
7/23 Donington Park, Eng., Rnd 8
8/6 TBA, United States, Rnd 9
8/20 Brno, Czech. Republic, Rnd 10
9/17 TBA, Rnd 11
9/24 Buenos Aires, Argentina, Rnd 12
10/8 TBA, Europe, Rnd 13

World Championship Superbike Road Race Series
5/7/95 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/23 Laguna Seca, U.S., Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sental, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
4/2/95 Castiglione, Italy, Rnd 1
4/9 Bellguig, Spain, Rnd 2
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech. Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
3/26/95 Talavera, Spain, Rnd 1
4/9 Valkenswaard, Holland, Rnd 2
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, Finland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
4/2/95 Arganil, Portugal, Rnd 1
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech. Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
7/9 Hawkstone Park, England, Rnd 9
8/6 Namur, Belgium, Rnd 10
8/20 Rhenen, Holland, Rnd 11
8/27 Reultingen, Germany, Rnd 12

World C'ship Enduro Series
4/2/95 Castelion, Spain, Rnd 1
4/9 Tomar, Portugal, Rnd 2
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, Fra., Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series
4/9/95 Warken, Luxembourg, Rnd 1
4/16 Hawkstone Park, England, Rnd 2
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jeleria Gora, Poland

U.S. Supercross Series
1/21 Minneapolis, MN
1/28 Anaheim, CA
2/4 Seattle, WA
2/11 San Diego, CA
2/25 Atlanta, GA
3/11 Daytona Beach, FL
3/18 Indianapolis, IN
3/25 Houston, TX
4/8 Pontiac, MI
4/22 Charlotte, NC
4/29 Irving, TX
5/20 Cleveland, OH
6/3 Denver, CO
6/10 Las Vegas, NV

AMA 125/250cc National C'ship MX Series
3/5/95 Gainesville, FL
5/7 Sacramento, CA
5/28 Mt. Morris, PA
6/18 Budds Creek, MD
6/25 Southwick, MA
7/2 Buchanan, MI
7/16 Troy, OH
7/23 New Berlin, NY
7/30 Millville, MN
8/6 Washougal, WA
8/27 Binghamton, NY
9/3 Delmont, PA

C'ship Cup Pro-Am Series
Florida Region
2/4-5/95 Bloomingdale, GA
2/18-19 Palm Beach Gardens, FL
3/4-5 Daytona, FL
3/18-19 Palm Beach Gardens, FL
4/8-9 Bloomingdale, GA
4/22-23 Palm Beach Gardens, FL
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 BLoomingdale, GA
9/9-10 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region
4/1-2 Topeka, KS
4/22-23 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
4/22-23 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
* 10/21-22 Daytona, FL

Southeast Region
2/4-5 Bloomingdale, GA
3/4-5 Daytona, FL
4/8-9 Bloomindale, GA
4/22-23 Talladega, AL
5/27-28 Bloomindale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/23-24 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
5/13-14 Topeka, KS
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region
2/4-5 Bloomingdale, GA
4/22-23 Talladega, AL
5/6-7 Summit Point, WV
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region
4/15-16 Loudon, NH
5/6-7 Loudon, NH
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region
1/28-29 Chandler, AZ
2/25-26 Las Vegas, NV
5/6-7 Las Vegas, NV
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

AMA National Championship Enduro Series
2/19 Coalinga, Rnd 1
2/26 Wickensburg, AZ, Rnd 2
3/19 Greensboro, GA, Rnd 3
4/2 Navarro, Ca, Rnd 4
4/23 Forest Hill, LA, Rnd 5
5/7 Wellston, OH, Rnd 6
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
4/29-30 Crosbyton, TX, Rnd 1
5/27-28 McArthur, OH, Rnd 2
6/3-4 Idaho City, ID, Rnd 3
6/10-11 Tillamook, OR, Rnd 4
6/24-25 McMinnville, OR, Rnd 5

AMA National Championship Hare Scrambles Series
2/12 Hollister, CA, Rnd 1
4/9 Hurricane Mills, TN, Rnd 2
5/14 Wilson, LA, Rnd 3
5/21 Roseburg, OR, Rnd 4
7/9 Kahoka, MO, Rnd 5
7/16 Speedsville, NY, Rnd 6
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
1/22 Lucerne, CA, Rnd 1
3/19 Murphy, ID, Rnd 2
4/8 Jericho, UT, Rnd 3
4/23 Lucerne, CA, Rnd 4
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Grand National Cross Country Series
3/7 Ocala, FL
3/26 Charlotte, NC
4/9 Hurricane Mills, TN
4/30 Brownsville, PA
5/21 Boyers, PA
6/4 Cadiz, OH
6/18 Elizabeth, WV
8/27 Millfield, OH
9/17 Fairmont, WV
10/1 Harrisburg, PA
10/15 Mt. Morris, PA
10/29 Crawfordsville, IN
Info 304/594-1157

AMA Championship Mid South Winter Hare Scrambles Series
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

AMA Loretta Lynn Qualifying Series
Northeast Region
3/25-26 Danville, VA
4/1-2 Budds Creek, MD
4/8-9 Wallkill, NY
4/15 Hanover, PA
4/22-23 Delmont, PA
5/6-7 Southwick, MA
5/13-14 Auburn, NY
6/3-4 Indiana, PA
6/17-18 Amateur Regional Armaugh, PA
6/24-25 Youth Regional S. Edmeston, NY

Southeast Region
3/19 Ocala, FL
4/25-26 Blountville, TN
4/1-2 Sanford, NC
4/29-30 Kingsport, TN
5/6-7 Roberta, GA
5/20-21 Christiana, TN
6/10-11 Amateur Regional Macon, GA
6/17-18 Youth Regional Reddick, FL

Southcentral Region
4/22 Tyler, TX
5/7 Albuquergue, NM
5/14 Rusk, TX
TBA Natalia, TX
6/17-18 Amateur/Youth Regional Tyler, TX

Southern Ca. Region
TBA Hollister, CA

DUCATI SPECIALTY SHOP
NOW OPEN

We carry special made DUCATI parts and U.S. made Aluminum Machine Milled Harley Davidson Parts

COMING SOON

- The NEW DUCATI 916 Oval type Carbon Silencers
- NEW for Harley Davidson an Aluminum Machine Milled Tail Light with High Tech Electrical Systems made in the U.S.A. by Kenny's
- Our repair shop will be opening at the end of February, 1995. We will be using computerized dyno machine and other high tech equipment for installation

The Kenny's/Sports Motorcycles Racing Team have won the World Championship five times with DUCATI Motorcycles.
(Mike Hailwood in 1978 T.T.F-1 Tony Rutter in 1981-1984 T.T.F-2)

Dear Kenny:

Congratulations on the grand opening of your new store. We have been friends for fifteen years and the most unforgettable moment with you was in 1982, when you invited Jimmy Adamo and me to the Suzuka 8 Hours Endurance Race. I would like to do as much as I can to assist with your new store.

Again, congratulations on the grand opening.

Reno Leoni - DUCATI Specilalist

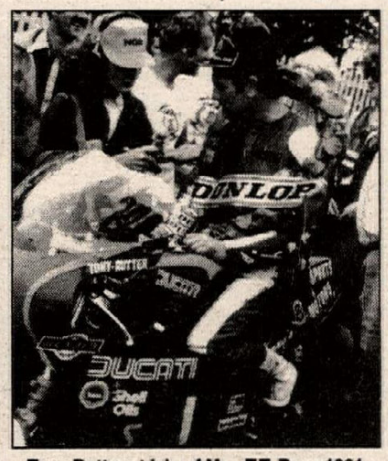
Dear Kenny:

Congratulations to "Kenny's Sports R&D" on the opening of their new store.

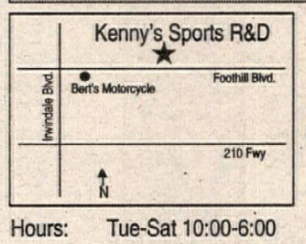
We have been grateful for Kenny's close association with "Sports Motorcycles" for 17 years with sponsorship and technical development, without which the following famous victories would not have been possible: Miike Hailwood (Ducati World Champion F-1), Tony Rutter (4 Times World Champion Ducati F-2), Carl Foggarty (Ducati World Superbike).

We pledge our support to Kenny's for continued success in racing and Ducati product development for years to come.

Steve Wynne - Sports Motorcycles Racing (G.B.)



Tony Rutter at Isle of Man T.T. Race 1981
Won the T.T. FII

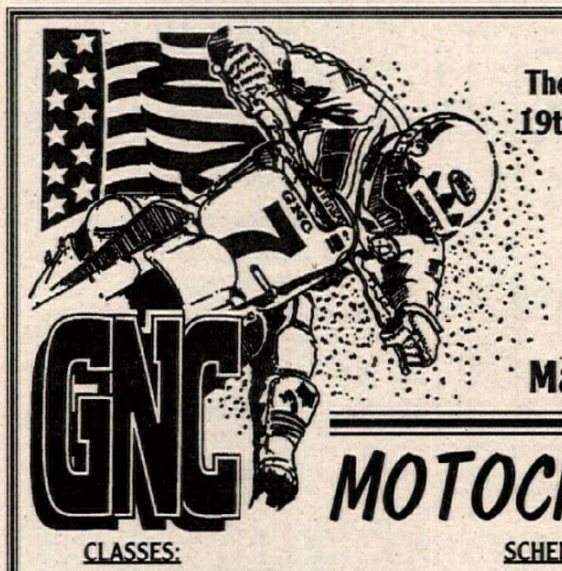


Kenny's SPORTS R & D U.S.A.

Hours: Tue-Sat 10:00-6:00
Closed Sun. & Mon.

841 W. Foothill Blvd., Azusa, CA 91702
Tel: **(818) 815-1126**

Now accepting applications for Parts Sales Manager, Parts Sales Person, and Motorcycle Mechanic with more than 3 years experience. Full benefits. Please bring your Resume.



FMF Presents
The Performance Engineering 19th Annual GNC International MOTOCROSS FINAL

LAKE WHITNEY CYCLE RANCH LAKE WHITNEY, TX

March 17,18,19, 1995

GNC MOTOCROSS

CLASSES:
Teeney Mini thru Over 40
(A Class for Everyone)

CONTINGENCIES:
$64,120 Factory Contingencies
$100,000 Support Contingencies

TROPHIES:
80", 1st-10th

SCHEDULE OF EVENTS:
Friday, March 17:
- Nat'l Semi-Final Qualifier
- All Beginner Classes
- Organized Practice

Saturday & Sunday, March 18 & 19:
- All Regular Classes, 1 Moto Each Day

EXPERT PURSE:
5,000 + $16,100 Factory Cash

FOR INFORMATION CALL: (817) 694-2901

SPONSORS:
HONDA YAMAHA Kawasaki SUZUKI FMF PJ1 TRX MSR ANSWER DUNLOP Stick With Us Silkolene LUBRICANTS KBC Performance Engineering

County of Santa Clara, CA
MOTORCYCLE PARK
- 600 acres containing over 28 miles of beginner to advanced trails.
- Newly designed MX track - groomed & watered.
- Novice/beginner motocross and oval tracks.
- Two combined motorcycle and ATV tracks.
- Paved parking and shaded picnic sites.
- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 972-0810

GFI RACING (909) 943-3302

Thurs., Jan. 19	Practice Day	Perris
Sun., Jan. 22	GFI South Winter Series-Rnd. 3*	Glen Helen
	GFI North Winter Series-Rnd. 3*	Prairie City
	* - All Four Factory Contingency Programs Available	
Thurs., Jan. 26	Practice Day	Perris
Sun., Jan. 29	GFI South Winter Series-Rnd. 4*	Perris

A RIDER FOR THE RIDERS

THE

Saguaro Classic

AT

CANYON MOTOCROSS

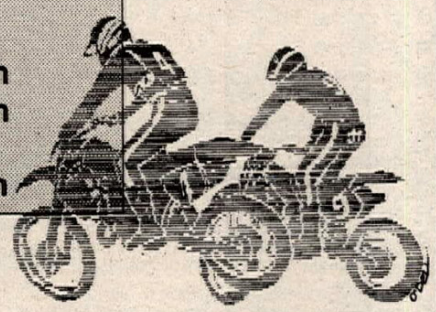
Be a part of the 1st Series of 1995 at CANYON RACEWAY MOTO-X!

New Owners! Improved Facilities! Great Prizes!

ROUND #1 Sat., January 28th
Gates Open at 6:00 a.m.
Sign-ups at 6:30-8:30 a.m.
Practice starts at 8:00 a.m.
Races start at 9:30 a.m.

ROUND #2 Sun., Feb. 5th
ROUND #3 Sun., Feb. 12th
ROUND #4 Sun., Feb. 19th
ROUND #5 Sun., Mar. 5th
ROUND #6 Sun., Mar. 19th

PROS
100% PAYBACK
(must have at least 5 riders per class)



"CANYON BUCKS" awarded at end of series based on overall points.
Redeemable at authorized shops.
Must be CMX member to receive "CANYON BUCKS"
CMX Membership - $30.00 per year
AMA Membership - $29.00 per year

Directions

Take I-17 North to Carefree Highway. west on Carefree Highway to Lake Pleasant Rd. Cross Lake Pleasant onto dirt road. Follow signs to track.

Call for More Information
(602) 258-RACE

ENTRY FEES	CMX member	Non member
PRO	$30.00	$35.00
Amateur	$25.00	$30.00
Minis/PeeWee	$20.00	$25.00
GATE FEES		
12 and up	$10.00	
Seniors & 6-11	$5.00	
Under 6	Free	

FREE OVERNIGHT PARKING

GENUINE HONDA PARTS

AFTER MARKET ACCESSORY ITEMS TOO!

48 HR SERVICE

Discounts given on large orders, commercial accounts. For best service, please have year/model/ VIN # ready. Use your credit card (Discover, MC or Visa) for fastest service. Prepaid & COD also accepted.
(COD subject to added costs.)

TOLL-FREE
800-854-3868

New YAMAHA's

YZ250F's $3,798*
YZ125F's $2,998*
WR250F's $3,873*

CALL Von for prices on other models
(619) 720-7600
No Freight, NO Setup + Sales Tax If Applicable
F.O.B. Carlsbad, CA

GLEN HELEN

EVENT CALENDAR

Sat., Jan. 21	MX Practice on National & Vintage Tracks 8:00am till noon
Sun., Jan 22	Cal-Zona vintage MX
Sun., Jan. 22	GFI Winter Series MX Gates Open 6:30am
Thurs., Jan. 26	MX Practice on National & Vintage Tracks 8:00am till noon
Sat., Jan. 28	MX Practice on National Track 8:00 till noon Vintage Track till 3:00pm
Sun., Jan. 29	Double Cross GP Gates Open 6:30am
Thurs., Feb. 2	MX Practice on National & Vintage Tracks 8:00am till noon
Sat., Feb. 4	MX Practice on National Track 8:00 till noon Vintage Track till 3:00pm

WHAT'S HAPPENING
JANUARY 29th
Double Cross Gran Prix

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

OVER the HILL GANG
SCHEDULE
The Ultimate 30+ Vet. MX Club
Sun., Jan. 22 L.A.C.R.
Sat., Feb. 11 Sunrise
(Feb. 11, only "No membership required")
Info: (310) 864-6875
Race For the Fun Not the Blood

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Northwest Region
TBA Clarks Branch, OR

Mideast Region
4/8-9 Mitchell, IN
4/15-16 Milifield, OH
4/22-23 Hortonville, IN
4/29-30 Bloomingdale, MI
4/29-30 Dover, OH
5/6-7 Sugar Grove, OH
5/13-14 Millington, MI
5/13-14 London, KY
6/17-18 Youth Regional Buchanan, MI
6/24-25 Amateur Regional N. Webster, IN

Northcentral Region
3/25-26 Kahoka, MO
4/1-2 Casey, IL
4/8-9 Lowes, KY
4/22-23 Hoopeston, IL
5/6-7 Lake Geneva, WI
TBA Great Bend, KS
6/17-18 Amateur Regional Lowes, KY
6/24-25 Youth Regional Hoopeston, IL

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

*WERA Regional C'ship Series
Mid-Atlantic Region
4/8-9 Summit Point, WV
4/22-23 Rockingham, NC
TBA Garrettsville, OH
7/8-9 Garrettsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

Southeast Region
2/25-26 Talladega, AL
3/18-19 Faulkville, GA
4/22-23 Rockingham, NC
5/13-14 Talladega, AL
6/10-11 Faulkville, GA
7/1-2 Talladega, AL
7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region
4/1-2 Clermont, IN
4/8-9 Grattan, MI
5/6-7 Grattan, MI
5/20-21 Mt. Meridian, IN
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region
2/25-26 Talladega, AL
3/25-26 Talladega, AL
4/1-2 Clermont, IN
4/29-30 Fairmont City, IL
5/20-21 Mt. Meridian, IN
6/2-4 Hallett, OK
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

South Central Region
2/18 Monterrey, Mexico
3/18-19 College Station, TX
4/8-9 Henderson, TX
5/6-7 College Station, TX
6/2-4 Hallett, OK
7/1-2 College Station, TX
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Henderson, TX
9/16-17 Hellett, OK
10/7-8 College Station, TX

Southwest Region
2/5 Las Vegas, NV
3/5 Las Vegas, NV
4/2 Las Vegas, NV
TBA Las Vegas, NV
Info: 803/681-9372
* Tentative

* WERA Grand National Final
10-11/15 Braselton, GA
Info: 803/681-9372
* Tentative

* WERA Nat'l Challenge Series
5/19-21 Breselton, GA, Rnd 1
5/26-28 Summit Point, WV, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/7-9 Mt. Meridian, IN, Rnd 4
7/20-23 Clermont, IN, Rnd 5
8/5-6 College Station, TX, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 TBA, Rnd 9
10/11-16 Final, Braselton, GA
Info: 803/681-9372
* Tentative

*WERA Formula USA Series
4/14-16 Rosamond, CA, Rnd 1
5/19-21 Braselton, GA, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/21-23 TBA, Rnd 4
8/25-27 Portland, OR, Rnd 5
Info: 803/681-9372
* Tentative

* WERA Nat'l Vintage Series
3/18 Faulkville, GA, Rnd 1
3/19 College Station, TX, Rnd 2
4/1 Clermont, IN, Rnd 3
4/8 Summit Point, WV, Rnd 4
4.9 Henderson, TX, Rnd 5
4/22 Rockingham, NC, Rnd 6
5/6 Grattan, MI, Rnd 7
TBA Garretsville, OH, Rnd 8
6/4 Hallett, OK, Rnd 9
6/10 Faulkville, GA, Rnd 10
7/1 Talladega, AL, Rnd 11
7/2 College Station, TX, Rnd 12
7/8 Garrettsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/7 Summit Point, WV, Rnd 25
10/8 College Station, TX, Rnd 26
10/10-11 Final, Braselton, GA
Info 803/681-9372
* Tentative

AHRMA Historic Cup Series
3/2-3 Pooler, GA
3/6-7 Daytona Beach, FL
4/8-9 Las Vegas, NV
4/28-29 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/7-8 Philadelphia, PA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/ BEARS Series
4/2-3 Pooler, GA
4/6-7 Daytona, FL
4/8-9 Las Vegas, NV
4/28-30 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/4 Ocala, FL
4/23 Brentwood, CA
5/6 Blountville, TN
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
3/5 Daytona Beach, FL
5/19 Odessa, MI
6/10 Budds Creek, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/12 Linnville, OH
8/26 Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Series
3/9 Ocala, FL
4/22 Brentwood, CA
5/21 Grattan, MI
7/2 Peoria, IL
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

SETRA C'ship Enduro Series
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
2/5 Willington, SC
2/12 Cochran, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

EEA Eastern Championship Enduro Series
1/29 Wedgefield, SC
3/26 Lenior, NC
5/7 Perkinston, MS
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

Canadian Supercross Series
4/7 Toronto, Ontario
9/23 Montreal, Quebec
Info 416/363-9035

Golden Crown of Baja Off Road Desert Series
2/3-5/95 Gran Carrera de Mexicali Mexicali, B.C., Mex.
5/26-28 Gran Carrera de Tecate Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
3/3-4 Mexicali G.P. Mexicali, B.C., Mex.
4/7-8 San Luis Rio Colorado G.P. San Luis, B.C., Sonora, Mex.
6/9-10 Baja Malibu G.P. Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P. Rosarito Beach, B.C., Mex.
Info 818/340-5750

CMRRA 50cc-125cc C'ship Road Race Series
1/28-29 Rosamond, CA
2/12 Lake Perris, CA
3/12 Lake Perris, CA
3/25-26 Phoenix, AZ
4/9 Lake Perris, CA
4/29-30 Rosamond, CA
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA
7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

New England Trials Association Series
4/2 Exeter, RI
5/7 Meriden, CT
6/25 Meriden, CT
8/5-6 Ossippee, NH
8/13 Wrentham, MA
9/17 Wrentham, MA
10/1 Chepachet, RI
10/15 Exeter, RI
Info 203/889-5327

Florida Trials Assoc. Championship Series
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
1/21-22/95 Reddick, FL
2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

NMA World Mini Grand Prix
4/21-23 Las Vegas, NV
Info 909/657-6782

NMA Grand National C'ships
8/1-5 Ponca City, OK
Info 909/657-6782

MTEG Ultracross Series
1/21/95 Anaheim, CA
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Florida Winter Series
1/21-22 Dade City, FL
1/28-29 Gainesville, FL

AMA Nat'l Arenacross Series
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Mikwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

WSMC Road Race Series
2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

Motor Sports of America Short Track Championship Series
2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

AMA Dual Sport Trail Ride Series
4/1-2 Hurricane Mills, TN
4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
1/21-22 Ridgecrest, CA
2/12 San Luis Obispo, CA
2/18-19 Las Vegas, NV
3/4-5 Temecula, CA
3/19 Colton, CA
4/1-2 Newhall, CA
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
*National Trail Ride event
Info 818/249-2141

Appalachian Dual Sport Series
4/1-2 Hurrican Hills, TN
5/6-7 Renfrew, Valley, KY
6/10-11 Davis, WV
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

CMC Golden State MX Nat'ls
Southern Series
1/22 Adelanto, CA
2/5 Ramona, CA
2/19 Palmdale, CA
Northern Series
1/29 Turlock, CA
2/12 Carson City, NV
2/26 Sacramento, CA

Pacific Northwest Series
2/12 Salem, OR
Southwestern Series
1/29 Tucson, AZ
2/5 Phoenix, AZ
2/19 Tucson, AZ
Final Showdown
3/4-5 Adelanto, CA
Info 619/246-7262

GFI Winter Series
Southern Series
1/22 San Bernardino, CA
1/29 Perris, CA
2/5 Palmdale, CA
Info 909/943-3302
Northern Series
1/22 Sacramento, CA
2/5 Brentwood, CA
2/19 Hollister, CA
Showdown Final
2/26 Perris, CA
Info 209/673-8080

JANUARY

S	M	T	W	T	F	S
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29	30	31				

FEBRUARY

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

• DENOTES PRO PAYBACK

Wed, Jan 18

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Jan 20-22

• INDIANA FLAT TRACK - USA Motorsports/Kenny Bellinger Promotions, War Memorial Coliseum, Fort Wayne. Info: 216/833-2417.
• NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Convention Center, Niagara Falls. Info: 817/626-7297.
• OHIO INDOOR SUPERCROSS - CRA/Moto-X, Summit Co. Fairgrounds, Akron. Info: 216/948-1478 or 216/769-2713.

Fri, Jan 20

• OHIO INDOOR MOTOCROSS - AMA/American Motosports, Inc., Marion Country Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Jan 21-22

CALIFORNIA DUAL SPORT RIDE - AMA/D-37 Dual Sport/Calif. Trail Riders, 6th Annual Hi Desert 250, Ridgecrest. Info: 714/992-9291.
• MICHIGAN ICE RACE - AMA/D-14/Polka Dots/Tri-City Comp. Club/Valley Trial Riders, Hale Fairgrounds, Hale. Info: 517/835-9355.
• NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Sat, Jan 21

• CALIFORNIA ARENACROSS - USA Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.
• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
• IDAHO INDOOR SHORT TRACK - Owyhee Motorcycle Club, Canyon Country Fair building, Caldwell. Info: 203/394-5512.
• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.
NEW YORK INDOOR SHORT TRACK - On Time Productions, Orange Country Fairgrounds Arena, Middletown. Info: 914/233-1322 or (914) 457-1221.
• OHIO INDOOR MOTOCROSS - AMA/American Motosports, Inc., Marion Country Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Jan 22

• ALASKA ICE RACE - Aurora Racing, Inc., Klondike Inn, Big Lake. Info: 907/376-7905.
CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.
• CALIFORNIA MOTOCROSS - Polka Dot M.C./D-36/AMA, Pot of Gold Series - Rnd 4, Argyll Park, Dixon. Info: 209/852-0754 or 916/723-8237.
• CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, South - Rnd 2, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA VINTAGE MOTOCROSS - Calif. Vintage MX Winter Series - Rnd 3, Sandhill Ranch, Brentwood. Info: 209/661-0706.
• CALIFORNIA MOTOCROSS - GFI Racing, Winter Series, South Rnd - 3, Glen Helen Raceway, San Bernardino. Info: 909/943-3302.
• CALIFORNIA MOTOCROSS - GFI Racing, Winter Series, North Rnd - 3, Praire City SVRA, Sacramento. Info: 909/943-3302 or 209/673-8080.
CALIFORNIA HARE & HOUND - Desert M.C./D-37, The 1995 Winter Classic Championships, Lucerne Valley, Lucerne. Info: 909/865-3935.
CALIFORNIA MOTOCROSS - Over the Hill Gang, L.A. County Raceway, Palmdale. Info: 310/864-6875.
CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.
• GEORGIA SUPERCROSS - TNT, Carlton. Info: 803/348-3322.
GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.
• KANSAS HARE SCRAMBLES - K.O.R.R., Silver City, Sterling. Info: 316/636-5113.
• MASSACHUSETTS ICE RACE - GJM Promotions/Hamilton Rod/Gun Club, Sturbridge. Info: 508/943-9197.
• NEW YORK ICE RACE - AMA/Dist 34/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.
OHIO SHOW - J&P Promotions, 7th Annual M/C Parts Extravaganza, Toledo Sports Arena, Toledo. Info: 319/462-6011.
• OHIO INDOOR MOTOCROSS - AMA/American Motosports, Inc., Marion Country Fairgrounds Coliseum, Marion. Info: 614/596-2057.
OHIO HARE SCRAMBLES - R&K Promotions, Tri-County 4-wheelers grounds, Lisbon. Info: 216/386-7353.
OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.
TENNESSEE POKER RUN - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Wed, Jan 25

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Jan 27-28

NORTH DAKOTA ARENACROSS - USA Motosports, Fargodome, Fargo. Info: 612/882-1020/891-1275.

Jan 27-29

• KANSAS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Kanses Expo, Topeka. Info: 817/626-7297.

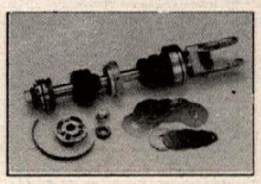
Jan 28-29

• TENNESSEE SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, Calsonic Arena, Shelbyville. Info: 615/323-5497.

Sat, Jan 28

• ARIZONA MOTOCROSS - CMX/AMA, The Saguaro Classic - Rnd 1, Canyon Raceway, Peoria. Info: 602/258-RACE.
CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.
• CALIFORNIA ARENACROSS - USA

Roger De Coster
Damon Huffman
Ezra Lusk
Greg Albertyn
Craig Decker
Timmy Ferry
at
OCS
Orange County Suzuki
1601 Newport Blvd., Costa Mesa, CA • (714) 646-2428
Friday, January 27th 5:30pm-7:00pm
Food • Drinks • Prizes • Fun

Paul Thede's Technical Edge Suspension Seminar
Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice. He is holding a three day seminar on the east and west coast, you can't afford to miss it.

Subjects Covered: Dirt & Pavement
▲ Suspension Theory & Tuning
▲ Springs, Fluids & Valving Theory
▲ Damping & Leverage Ratio Curves
▲ Hands-on Experience
(You'll receive a suspension manual and certificate of completion)

West Coast: January 28th-30th / East Coast: March 1st-2nd-3rd Tuition: $495.00
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(909) 657-6782
P.O. Box 46
NORWALK, CA 90650

INDOOR RACES

17th ANNUAL MOTORAMA assoc.

SPEED SHOW

PENNSYLVANIA FARM SHOW COMPLEX
HARRISBURG, PA
FEBRUARY 17,18,19, 1995

AMA SANCTIONED

$50,000
Contingencies
Trophies & Prize Money

Arenacross Sponsors
B&B Yamaha of Lancaster
Yamaha of Camp Hill

Dirt Track Sponsors
Harley-Davidson Motor Cycles
Eastern H-D Dealers Assoc.

MOTORAMA RACES AND SHOW APPLICATIONS
Please indicate below the number of forms needed

_____ Show Exhibitor Vehicle Space (Nothing Displayed for sale)
Show vendor purchase booth
_____ Space to sell merchandise
Indoor Arena Racing Supercross-Dirt Track 2&4 wheel cycles
_____ Micro Sprints
_____ Observed Trials
_____ Go-Cart Racing on Concrete
_____ Remote Control Off-Road Racing
_____ Motorama Program Advertising
_____ Motorama Display Poster 81/2x11
_____ Discount Hotel rates
_____ Advance discounts ticket info
_____ Ms. Motorama Application

Visa/Mastercard Accepted on all forms

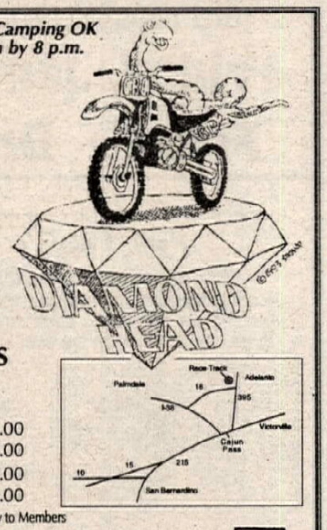
Name _____
Phone (_____) _____
Street _____
City _____ State _____ Zip _____

RETURN TO: MOTORAMA, 100 Speedway Lane, Hanover, PA 17331-8917
Adults $10.00 - Children 6-12 $5.00 - Under 6 Free
Special group discounts advance tickets available
Information - Monday through Friday 8:30-4:00 (717) 359-7056
Please complete and send today to be assured of receiving the desired number of entry forms. (copies Okay)

CRC

Sunday
January 29, 1995
Sunrise Cycle Park
Adelanto, California

Overnight Camping OK
Must be in by 8 p.m.



Membership Not Required

DON'T MISS IT!

8:00 AM	Parade Lap
8:15 AM	Pee Wee Practice
8:30 AM	All 80cc
9:15 AM	Pee Wee Moto 1
9:30 AM	Old Timers
10:15 AM	Pee Wee Moto 2
10:30 AM	125-250-500 Nov./Int./Pro
11:30 AM	All 60cc
12:00 Noon	Parade Lap
12:30 PM	CRC Vets (+30) Sr's (+40)
1:30 PM	Decade/Vintage Jr. Vets (+25)
2:30 PM	125-250-500 Beg.
3:30 PM	Team Race

EACH CLASS RACE 45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

MAIL ENTRY	$25.00
Non-Member*	$30.00
POST ENTRY	$30.00
Non-Member*	$35.00

* Membership Not Required to Race - Points & Prizes only to Members

No post entry penalty for 2nd class entered
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
1995 CRC Membership Available
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550

For info call (805) 272-8889

CRC CALIFORNIA RACING CLUB

CRC California Race Schedule

100% PRO PAYBACK

Sun., Jan. 29	CRC "Diamond Head G.P."	Sunrise
Sun., Feb. 5	CRC Motocross	L.A.C.R.
Sun., Feb. 12	CRC Motorcross	Castaic
Thurs., Feb. 16 & Fri., Feb. 17	Donnie Hanson MX School	L.A.C.R.
Sun., Feb. 19	CMC/CRC Motocross* (Golden State Series)	L.A.C.R.

Saturday Practice • 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

$$ CASH PAID $$
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Winner need not be present
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Name: ----------
Address: ----------
City/State/Zip: ----------
Telephone: ----------

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Arenacross/Gene Woods, Speedway USA, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.
• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• CANADA ARENACROSS - CMA/Future West Promotions, Agrifair Arena, Abbotsford Fairgrounds, Abbotsford, British Columbia. Info: 604/794-3824.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.
• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.
UTAH TRIALS - Wasatch Trials Assn., St. George. Info: 801/373-8341.

Sun, Jan 29

• CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.
• CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, North - Rnd 2, Oatfield Track, Turlock. Info: 209/541-0860.
• CALIFORNIA GRAND PRIX - CRC, Sunrise Cycle Park, Adelanto. Info: 805/272-8889.
CALIFORNIA VINTAGE MOTOCROSS - Calif. Vintage MX Winter Series - Rnd 4, Little Okie Raceway, Madera. Info: 209/661-0706.
• CALIFORNIA MOTOCROSS - GFI Racing, Winter Series, South Rnd - 4, Perris Raceway, Perris. Info: 909/943-3302.
CALIFORNIA ENDURO - VEA/D-37, "Not-so-Tuff-E-Nuff Enduro", Lucerne Valley, Lucerne. Info: 909/592-2199.
FLORIDA VINTAGE MOTOCROSS - Florida Vintage MX Club, Florida Motosports Complex, Ocala. Info: 904/462-9623.
IOWA SHOW - J&P Promotions, 15th Annual M/C Parts Extravaganza Downtown Rider Centre, Davenport. Info: 319/462-6011.
• MARYLAND MOTOCROSS & HARE SCRAMBLE - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
• MASSACHUSETTS ICE RACE - GJM Promotions/Hamilton Rod/Gun Club, Sturbridge. Info: 508/943-9197.
• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
• NEW YORK ICE RACE - AMA/Dist 34/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.
NORTH CAROLINA MOTOCROSS - Carolinda Winter Series, Montrose Motocross, Raeford. Info: 910/875-3805.
OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA SHOW - J&P Promotions, M/C Parts Extravaganza, Ft. Washington Expo Center, Ft. Washington. Info: 319/462-6011.
SOUTH CAROLINA ENDURO - SE&TRA, 26th Annual Sumter Enduro, Wedgefield. Info: 404/922-8234.
UTAH TRIALS - Wasatch Trials Assoc., St. George. Info: 801/373-8341 or 801/865-0156.

Wed, Feb 1

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Feb 3-5

• MICHIGAN ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross, Fairgrounds Arena, Detroit. Info: 817/626-7297.

Feb 4-5

• CALIFORNIA GRAND PRIX - Desert Vipers/D-37, 15th Annual Adelanto Grand Prix, Adelanto. Info: 714/779-5313.
FLORIDA HARE SCRAMBLES - Florida Trail Riders/Treasure Coast Trail Riders, Ft. Pierce. Info: 407/567-9403.
KENTUCKY INDOOR MOTOCROSS - AMA/Action Sports Promotions, Inc., Broadbent Arena, Louisville. Info: 614/594-6686.
• NEW YORK ARENACROSS - AMA/Delray Enterprises, Inc., New Hope Farms Arena, Huguenot. Info: 914/427-2248.
• NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Sat, Feb 4

• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.
GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

Sun, Feb 5

• ARIZONA MOTOCROSS - CMX/AMA, The Saguaro - Rnd 2, Canyon Raceway, Peoria. Info: 602/258-RACE.
CALIFORNIA BENEFIT TRAIL RIDE - Friends of Charles Halcomb Benefit trail ride, Clear Creek/Oak Slope Campgrounds, Coalinga. Info: 415/965-9732.
• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
• CALIFORNIA MOTOCROSS - CMA/GFI, GFI Racing North Winter Series - Rnd 4, Sandhill Ranch, Brentwood. Info: 209/673-8080.
• CALIFORNIA MOTOCROSS - CMC, Golden State Nationals/South - Rnd 3, Barona Oaks Raceway, Ramona. Info: 619/246-7262.
CALIFORNIA MARATHON - 1/2 mi. scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.
• CALIFORNIA MOTOCROSS - GFI Racing, Winter Series/South - Rnd 5, L.A. County Raceway, Palmdale. Info: 909/943-3302.
CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.
• FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Hilliard. Info: 904/268-2376 or 845-2076.
ILLINOIS SHOW - J&P Promotions, 14th Annual M/C Parts & Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
• MARYLAND MOTOCROSS & HARE SCRAMBLE - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
• MASSACHUSETTS ICE RACE - GJM Promotions/Hamilton Rod/Gun Club, Sturbridge. Info: 508/943-9197.
• NEW YORK ICE RACE - AMA/Dist 34/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.
NORTH CAROLINA MOTOCROSS - Carolina Winter Series, Montrose Motocross, Raeford. Info: 910/875-3805.
OHIO HARE SCRAMBLE - R&K Promotions, Tri-County 4-wheelers grounds, Lisbon. Info: 216/386-7353.
OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
SOUTH CAROLINA HARE SCRAMBLE - SE&TRA, Long Cane Hare Scrambles, Willington. Info: 706/468-1328.
TENNESSEE MOTOCROSS - Dallas Ricker, Winter Series, Northeast Tennessee Raceway, Dallas Ricker Complex, Greenevile. Info: 615/ 234-0772.
TEXAS SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza & Super Series Bike Show, AstroArena Complex, Houston. Info: 319/462-6011.

Wed, Feb 8

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Feb 10-12

• WISCONSIN ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross, Mecca Center, Milwaukee. Info: 817/626-7297.

Feb 11-12

CALIFORNIA EUROPEAN/HARE SCRAMBLE - AMA/Dist. 37/4-Ace's M/C, Two day event; Sat-European/Sun-Hare, Red Mountain, Ridgecrest. Info: 818/348-5286.
• NEW YORK ARENACROSS - AMA/Delray Enterprises, Inc., New Hope Farms Arena, Huguenot. Info: 914/427-2248.

Sat, Feb 11

CALIFORNIA SHORT TRACK - Barn Burner Series, Indoor short track/mini bike races, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

HELP WANTED

Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

H-D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Service Technician
Relocate to Vermont to work at the areas largest dealership Honda, Suzuki, Ski-Doo, Sea-Doo. Full time, year round position. Send resume to Paul at Land/Air, 7 Kellogg Road, Essex Junction, Vermont 05452. (802) 878-5052. VT. (301-03)

Experienced Technician
With tools for multi-line dealership in the Arizona south west. (602) 782-7588 Ask Michelle. AZ. (201-04)

★★★Top Mechanic Needed★★★
Trail ride, hunt, fish, ski and earn a great living at Denver's largest Honda, Kawasaki, Suzuki dealership. Need savvy technician with minimum five years experience, strong electrical background. Top wages and benefits for right person. Send resumes to: Attention: Richard, Fay Myers Motorcycle World, 2015 West Alameda, Denver, Colorado 80223. Fax (303) 722-3150. CO. (201-03)

Colorado Technicians
Colorado #one Honda, Sea-Doo service facility adding three technicians, excellent working conditions, benefits. Dealership experience required. Lakewood Honda. (303) 232-7576. CO. (301-05/EOI)

All Positions Needed
DuPage Honda Yamaha is seeking out going and motivated people for full and part time positions in sales, parts and service. Experience a plus. Apply in person at DuPage Honda Yamaha, 27W215 North Avenue, West Chicago, Illinois 60185. IL. (202-04)

Make Big Money Year Round
Big 4 franchise, watercraft, ATVs. Openings for salespeople, parts, service management technicians. Multi-locations, 25 years in the industry. Join our team. Contact Patty (614) 871-3711 or Fax resume to (614) 681-4079. OH. (301-06)

Mechanic Wanted - So. Florida
Kawasaki, Suzuki exp. must have 5 years in m/c dealership, must have own tools. Year round empl., Full time. (305) 763-7788. FL. (301-03)

Wanted M-X Instructors Nationwide
The Gary Semics M-X School, Inc. is selling franchises. Many benefits. Call (216) 726-0147. OH. (348-17)

TOP PAY FOR top technician. Large multi-line dealer in San Diego seeking top level tech. with desire to make money. Watercraft experience perferred. Year round work in sunny southern Calif. Contact Steve (619) 229-7700. CA. (303-04)

Race Technician
Muzzy Racing is seeking an enthusastic race technician with good communication skills and a desire to learn. Mail or fax resumes to Muzzys. Fax (503) 382-9406, 63107 Sherman Rd., Bend, OR 97701. OR. (202-03)

★★★★State of the Art★★★★
Experienced technician needed for multi-line dealer offering "state of the art" atmosphere to work in. July '94 issue of Dealer News featured a profile on the company. Year round work, excellent pay and benefits. Contact Tom, C/O: Alamo Cycle Plex, 11900 I-H 10, West San Antonio, Texas 78230. Fax (210) 696-2466, (210) 696-2000, ext. 140. TX. (202-03)

BMW Technician
25 year established dealership. Needs serious BMW Tech. or serious wanna be. Suzuki and Kawasaki also. Send resume to: Dave, Portland Motorcycle, 1133 SE 82, Portland, OR 97216. (503) 255-5787. OR. (302-04)

M/C & Sea-Doo Parts Counter
High volume multi-line dealer looking for an experienced person with great sales ability and attitude. Computer experience a plus. If this sounds like you, please fax us a resume at (818) 766-9397 or stop by at Honda/BMW/Sea-Doo of North Hollywood, 5626 Tujunga Ave., North Hollywood, CA 91601. CA. (202-05)

Service Manager
Experienced Mechanic
Orange County Suzuki #1 retail motorcycle dealer in the USA have two key positions open for pros, service manager & technician with excellent track records. Call Vic (714) 646-2428 and fax resume (714) 645-3251. CA. (202-04)

Experienced Mechanic
Honda Yamaha Suzuki dealership in s.w. Florida. Year round work, $30,000+ for top notch tech. Fax resume (813) 337-4488 or call Al, Ft. Myers Cycle (813) 334-7802. FL. (303-06)

MECHANIC WANTED for busy shop in Northern Utah. Year round employment. Great recreational opportunities close by. Needed for motorcycle, snowmobile and watercraft repair. Send resume to: Cycles and Sleds, 473 South Main, Logan, Utah 84321. UT. (303)

Experienced Technician
With tools for multi-line dealership in the Arizona southwest. Call Sally or Michelle (602) 782-7588. AZ. (203-05)

★★★★ Sales ★★★★
Looking for a change, no shirt, no tie, need aggressive sales people to sell motorcycle and watercraft for U.S. largest motorcycle dealership. Tons of ups, incredible income potential. Apply in person, see Rick. Berts Motorcycle Mall, 900 West Foothill Blvd., Azusa, Ca. CA. (203-04)

Honda Sea-Doo of Eugene
Sea-Doo expansion! We need key people. Technicians, sales, parts. If you're knowledgable and reliable, and have a good attitude, we need you! Call (503) 302-9000 or mail resume to 1445 Vera Dr., Springfield, OR 97477. OR. (303-05/EOI)

★Inside Sales Representative★
Axo Sport America is seeking a motivated sales representative to manage an exisiting territory. Fax resume to (805) 257-9428. Attn: Sales Department. CA. (303)

MOTUL USA INC. is seeking a rep. to assist distributors. Must communicate well, be organized, self motivated with a basic knowledge of cycles. Dealership or rep. experience, extended traveling, lifting of 70 +/- pounds and a good driving record are required. We offer a salary + % program and advancement as company grows. Send resume and salary history to: Motul USA Inc., 790 C Indigo Ct., Pomona, CA 91767, Attn: Personnel. CA. (203)

EXPERIENCED MECHANIC wanted for Harley Davidson, Honda, Kawasaki dealership. We offer competitive income, benefits & job satisfaction. Call Monty at (303) 287-7566. CO. (203-04)

Technician Needed
30 year Honda dealership seeks technician. Minimum five years dealership experience. Year round riding and work. Call Mark (803) 252-3381 or send resume to: 3620 River Drive, Columbia, SC 29201. SC. (303-04)

LOOKING FOR PROFESSIONAL salesman for Kawasaki, Sea-Doo dealership, good area, great pay. Possible sales manager position in near future. Call Pete Lennon at (818) 795-0245. CA. (203)

Parts Counter Person Needed
Immediately. Minimum 3 years experience in m/c parts. Seasonal. Send resumes to: Fay Myers M/C World, Attn: Scott, 2015 W. Alameda, Denver, CO 80223. (303) 744-6632. CO. (203-04)

Purchasing Department
White Brothers has immediate openings in a very fast paced environment. Dealership parts department experience and computer experience very helpful. Must be great with numbers, great company benefits. Send resume to: White Brothers, attn: Marcus Falley, 24845 Corbit Place, Yorba Linda, Ca 92687 or FAX (714) 692-3409. No phone calls please. CA. (203)

Parts Manager
Los Angeles area multi-line (including Honda) m/c and watercraft dealer needs talented parts manager. Very competitive pay package. Great environment. Must have experience. Division CC, P.O. Box 498, Long Beach, CA 90801-0498. (303-06)

BUSINESS OPPORTUNITIES

Honda Suzuki Sea-Doo
Dealership available. $125,000 plus inventory. Information disclosed only to qualified buyers. (619) 770-9393. CA. (102-03)

WANT POTENTIAL PARTNER to explore possiblity of motorcycle and power tool business in southern New York. Dennis at (914) 452-3357. NY. (102-03)

Z1900 Daredevil Has Ramp
Will travel. Division B, P.O. Box 498, Long Beach, CA 90801-0498. (103)

COLLECTORS

Wanted: 1972 RT2 MX Yamaha
Complete motorcycle or engine, and parts. Serious replies only. Cash waiting. Kevin. (310) 218-0930. CA. (348-09/C)

Wanted Pre-'70 Honda/Kaw/Yam/Etc.
Street/off-road Honda, Kawasaki, Yamaha, Marusho, BMW, Ducati, Triumph and other unique motorcycles wanted. Early '70s and project bikes also considered. (714) 843-0235. CA. (348-07/C)

OVER 800 MOTORCYCLE magazines starting 1960 through 1979. Best offer. Must take all, excellent condition. Call (918) 567-3596 after 6 p.m. OK. (301-04/C)

1971 RICKMAN WESLAKE BSA 441 blue $4,995. Bill (818) 573-1254. CA. (101-04/C)

Collection
1968 Trackmaster Triumph short rod 750 with ARD, Connely cams, in storage from 1977, very clean, $3,500. 1977 Honda MT125R4 roadracer, raced in Asia and Canada, many advanced mods, show quality, $3,500 with spares, $2,500 without. Factory Montesa roadracer 1964. Documented history Spanish and Italian championships. Serial #01, perfect condition. 1966 Triumph MX. Call (206) 376-2431. WA. (302-05/C)

Vintage MX Tires
For early CR125 & CR250 Elsinores. I have a limited quantity of N.O.S. Bridgestone knobby rear tires. These are the correct tires for your restoration. 3.75 X 18M8 for 1974 CR125s & 4.25 x 18 M8 for 1974 CR250s in original wrapper. $100 each. Mark (714) 630-5474. CA. (301-04/C)

1965 VELOCETTE VENOM Clubman, runs and looks nice, clean, $4,800. (818) 884-9330. CA. (302-04/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

1970 XR750 Harley Wanted
Complete or parts. (617) 245-4219. MA. (302-08/C)

Old Fine Hondas
1969 CB750 sandcast #1600, original, red, excellent $5,500 w/extra pipes; 1966 CB160, original, red, excellent, $1,400. 1966 CP77 (police) Superhawk, VG, $1,300; 1966 Sport 65, restored, excellent, $950; 1965 CB77 good, $650. Bikes once shown by Honda. Package: $8,500. Bikes in California. (614) 488-6076, OH. (302-03/C)

1974 Husqvarna 400CR
Best of everything $1,900, 1974 Husqvarna 400CR race ready $1,600, 1973 Rickman Montesa $400; 1972 Penton 125 completely restored, lots of new parts, $1,100. (216) 497-1944. OH. (302-03/C)

1971 HUSKY 8-SPEED runs good, restorable, $595. Parts available for: '72-'73 250WR, '74 360CR and '83 250WR. (203) 572-7252. CT. (302-03/C)

GT750 & RE5 Suzuki Parts
'72 new tack/speedo assembly, used '72 tack/speedo assembly, radiator, headlight brackets, tail light assambly, RE5 t-signal set, cooling fans. Best offers. Jim K. Day (714) 996-7040, ext. 367. CA. (302-03/C)

1966 Triumph T.T. Special
Eddie Mulder built 1/2 mile bike. Matching #s, Barnes wheels, Ceriani forks, Works shocks, Jack Hately 750cc motor, electronic ignition. Every nut and bolt new from the ground up. Spares. $11,500 invested. $9,995 or will consider trade for H.D. 883 flat tracker or Wood Rotax + $. 1966 Bonneville. 3,777 original miles. 100% complete restoration. $5,500. 1965 Harley 250 Sprint flat tracker. Runs great. $900. (310) 456-1638 or (800) 778-1449 message. CA. (302-03/C)

1959 Triumph Tiger Cub T20
Complete restoration on 10,000 mile bike, beautiful 200cc, like new! $3,500. Don Lord, 1 Penn. Ave., Spring Lake, NJ 07762. (908) 449-1150. NJ. (103/C/P)

1972 YAMAHA DS7-250 Gold 4k miles VGC $2,000. 1972 Honda CB-450 green 4k miles, VGC $2,500. 1968 Norton Commando red restored, beautiful, $12,000. (508) 995-5128. MA. (302-03/C)

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Frame and swingarm straight and clean $725. (503) 654-9648. OR. (303/C)

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1962 Honda 305 C.Y.B. Racer
Factory road race kit 338cc Superhawk based CB-77, alloy fenders, megaphones, v-stacks race seat, clip-ons, vintage 60s Dunlops, all factory O.E.M. Race componants show winner, race ready $8,000/obo. Jeff, leave message. (818) 961-9283. CA. (303-04/C)

1980 KAWASAKI 250 flat tracker, runs great, $950. 1973 Yamaha 125 flat tracker $695. 1979 Champion frame w/ 250 Yamaha motor $450. Doug (503) 375-0463. OR. (303/C)

1974 CZ400 $1,195, 1972 CZ400 $995, 1967 CZ250 trials, make offer. 1970 Husky 400 $495. Doug (503) 375-0463. OR. (303/C)

Bultaco!
1974 Astro 250 for sale. AHRMA legal. Asking $1,750/obo. (817) 572-1025. TX. (303-04/C)

1969 Triumph!
Trident for sale. This bike is in excellent condition. Asking $6,500/obo. (817) 572-1025. TX. (303-04/C)

'74 BULTACO 350 ALPINA, excellent original condition, street legal; $1,200. '73 Penton, Jack Piner, excellent; $500. '72 Husky 250WR, excellent; $400. '71 DKW 125; $200. Many 70s parts and tanks. '80 XR750 cams, any offer or trade. (805) 296-5473. CA. (303-04/C)

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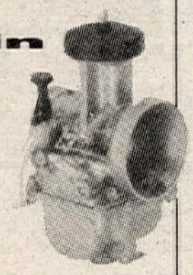

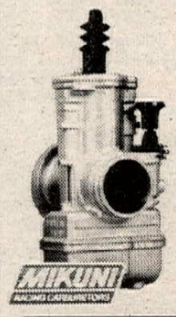

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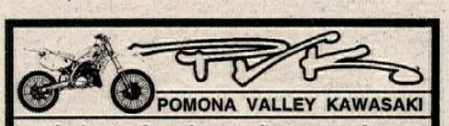

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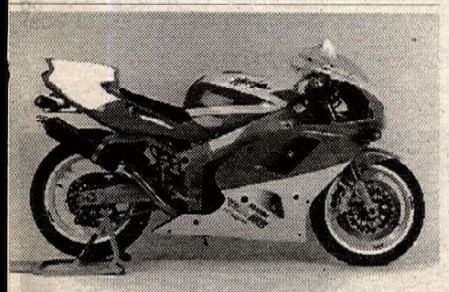

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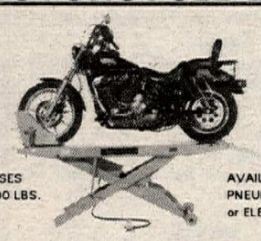

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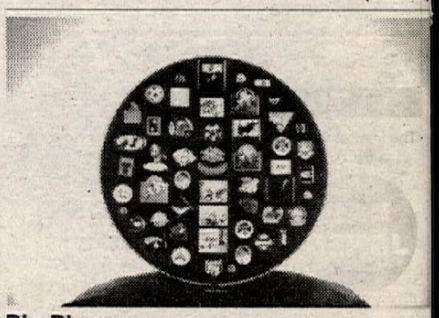

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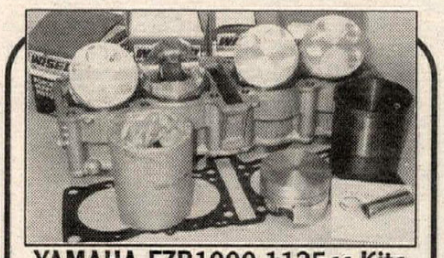

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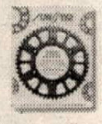

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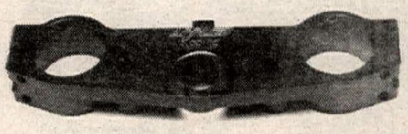

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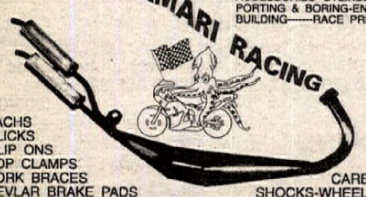

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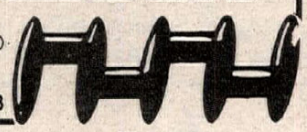

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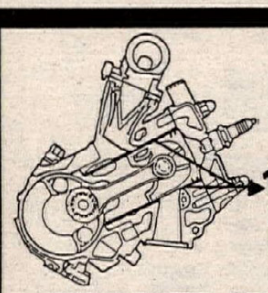

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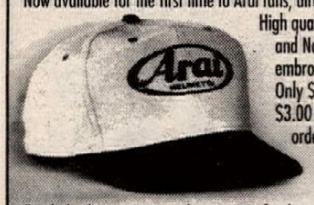

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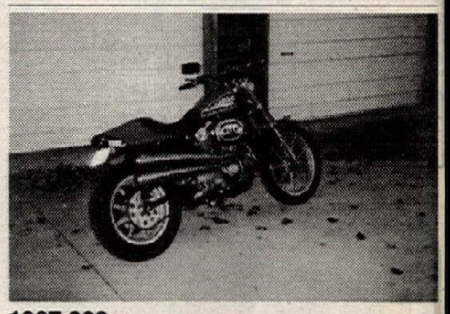

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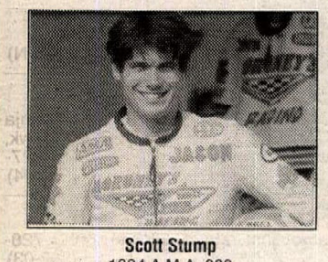

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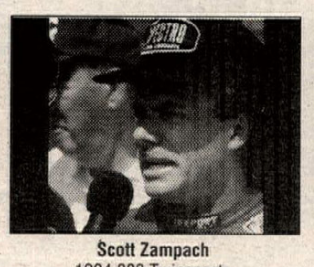

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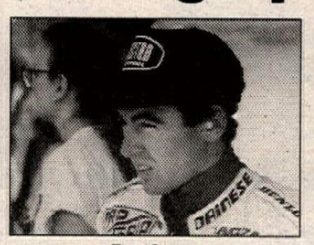

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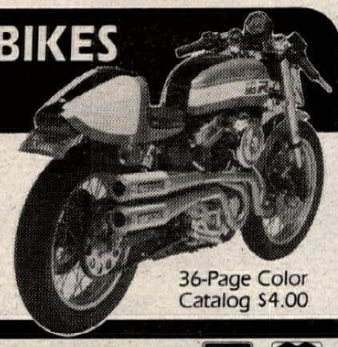

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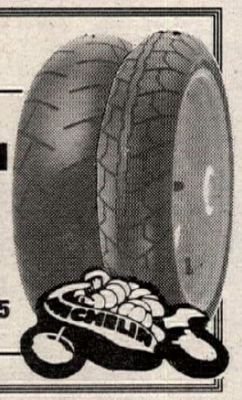

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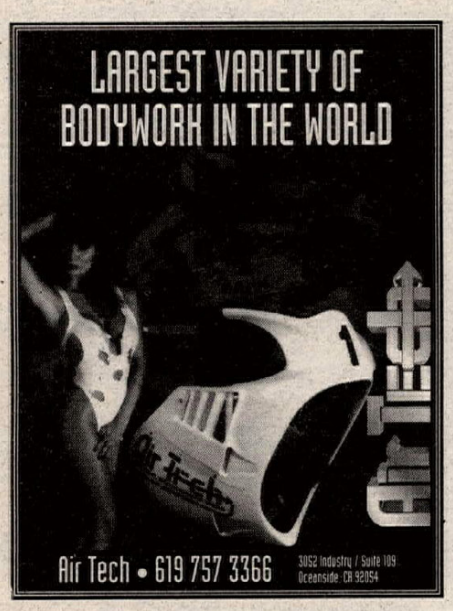

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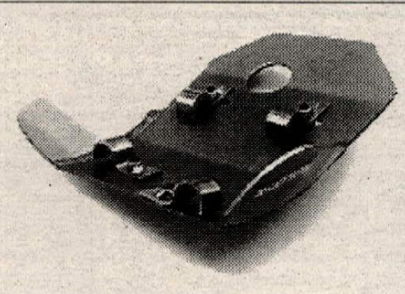

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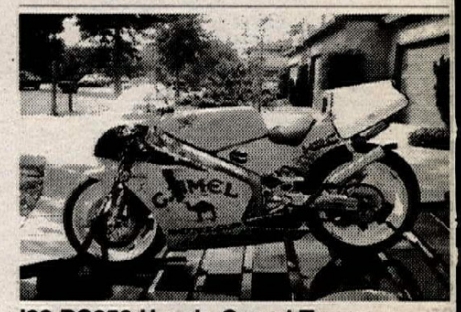

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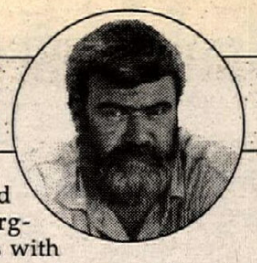

At last, something is different in Grand Prix racing. After two full years of waning confidence, one simple change has had the effect f renewing the spirit of hope. It may ot be enough to save the day, but the hole feeling about the traditional pin- acle of bike racing has changed, and at is an important first step in regain- g forward momentum.

This may seem a lot of responsibility o heap on what appears a relatively inor development - the introduction of new 600cc four-stroke series, rather lumsily named Thunderbikes. But at east one other person sees it as some- hing more than a small beginning. None other than the boss of the World uperbike Series, Maurizio Flammini, as dubbed the birth of Thunderbikes an act of war."

The new class may just be a stroke of enius. Born out of increasingly desper- te meetings between IRTA and Dorna, earching for a solution to the erosion of pectator interest, it bears the hallmark f a stop-gap idea that turned out to be ar better than its creators imagined.

The notion began in a desire to help ut beleaguered promoters, especially n key countries like Britain and Ger- many, where crowds have slumped ince the IRTA/Dorna/Ecclestone GP ijack of 1992. Thunderbikes, sched- uled to run after the last GP of the fternoon (the 125), extends a race-day rogram to offer more for the specta- ors. Since the class is planned for at east half local entries, it gives home ans something extra to cheer for in igh-level production-based elbow- ubbing racing.

Thunderbikes also fulfill a number of ther valuable functions: rebuilding ridges between GPs and grass-roots racing; giving back to national dealers and riders a lost link with their national GPs; and providing a buffer zone for wannabe GP riders, both at the beginning and end of their careers. In this way, they address many weaknesses. They also look like having a good chance of success.

What is a Thunderbike? Rather than the Harleys, Ducatis and Brittens implied by the name, the class is based around 600cc four-strokes like those in the FIM's "Supersport" European championship, as well as a many second-level (sub-Superbike) national titles around the world. The reliance of this popular and relatively cheap category on rev-happy four-cylinder Japanese road bikes suggests the name Screamingbike might be more apt.

The regulations of the new class are still being drafted, but the basic format is settled. Machines are production-based in frame and engine, using 600cc fours or 750cc twins. Silhouette bodywork is allowed, but modifications are strictly limited, and the stripped-out sports bikes will run on treaded road tires, which should ensure not only close racing, but also plenty of wobbling and sliding around. Good both for spectators and riders.

These machines will contest a championship, status again not yet certain, at all the European GPs and possibly Japan and the U.S., with a core of 15 permanent riders (all IRTA members as with GP teams), the rest of the grid to comprise local entries, with a category for "invitation" riders, so that a rider who does well in his national race can try his luck elsewhere, too.

The whole enterprise is backed by a $1 million prize fund, which while not huge is certainly respectable, given the expected modest cost involved. One estimate comes from instant enthusiast Wilco Zeelenberg, a former 250cc GP winner who raced a works NSR250 on a shoestring budget last year. Wilco computes the cost of a one-rider NSR250 team at almost $1 million, compared with less than $400,000 for a two-rider Thunderbike team.

Zeelenberg is just one fan of the class, and the Dutchman intends to run Australian Fred Bayens (second in the '94 European Championship in the similar Supersport 600 class) as a teammate. Another who intends to ride is former Aprilia works rider Pier-Francesco Chili, also a former GP winner. These two alone will ensure a high standard of racing.

These relative old-timers also illustrate one unexpected aspect. Thunderbikes provide a place for former works stars who have slipped off the ladder, so that they can be on hand and available at short notice to take over an injured GP regular's slot. Previously such men would either have gone to Superbikes, or have been hanging around in a dispirited way getting out of practice and out of touch.

The same holds true of riders at the other end of their careers. Already we have seen bright sparks like Troy Corser, new fellow-Australian Anthony Gobert, and rising American Colin Edwards II, move directly into World Superbikes, where they may easily stay. Now young hopefuls have a series where they can demonstrate their talent in front of GP team bosses, and which allows them to make valuable contacts within the GP world.

Putting local heroes up against hard-core professionals will not only please spectators. It also involves national dealers and importers, reforging broken links with each country's home motorcycle community, and making the GP less of a sterile made-for-TV formula event.

Certainly, Superbike boss Flammini takes the Thunderbikes seriously, issuing a splutteringly angry press release within a week of the original announcement. "It is an act of war," he said, adding that the GP world was riding rough-shod over the interests of racing at large, and operating against the wishes of the factories.

Flammini insisted that four-stroke racing belonged to the Superbike series, and it is easy to understand his anger. World Superbikes currently play host to the European Supersport 600 series, and it is highly likely that this class will be thoroughly usurped by the GP-linked Thunderbikes. But since he happily also took the 250cc European Championships into his program for 1995, a thoroughly two-stroke affair, his argument rings hollow.

Furthermore, as GP men smilingly point out, GPs have always been open to two- or four-strokes, and still are - note Honda's early-80s efforts with the oval-piston NR500.

Times are tough throughout racing, and there is little profit in a battle between GPs and World Superbike. With luck and good management, there should be room for both. And Flammini does himself no credit when he turns nasty at the first signs of a possible GP recovery.

If the premier championship has turned a corner, it was an uphill hairpin with a loose surface, and the exit may yet prove as tricky as the entry and the apex. CN

LOOKING BACK...

25 YEARS AGO...
February 3, 1970

The cover was graced by a photo of Miss Team Prix **Lynn Gail** sitting on a Maverick minibike. The minibike was a prize to be awarded at the Bay Mare Team Prix...An artist revealed that a new lightweight Hoda-ka-powered small-bore Rickman Metisse was being imported into the country, offering "man-sized handling in the 100cc class."...Former Cycle Magazine editor, motorcycle and automobile distributor, motorcycle racer, and mail-order business owner **Floyd Clymer** died of heart failure in his home. Clymer, who had loaned the originators of *Cycle News* money to get the paper off the ground, was 74...An ad taken out by the **Crystalaire Land Co.** boasted of beautiful, tree-covered, rolling to rugged terrain - perfect for motorcyclists! The 40-acre parcels sold for $250 per acre, with easy terms...Another ad - this one from Florida's Gainesville Dragway - challenged Westerners **Boris Murray**, **Joe Smith** and **Sonny Raslawski** to attend the Sunshine Nationals. For incentive, the hosts offered "entry in the Sunshine Nationals, an M&H drag slick (depending on availability), enough of our smog-free atmosphere to fill your cylinders as many times as necessary; and a glass of Florida orange juice."...Yet another ad stated, significantly, **"70's Are Here"**...**J.N. Roberts** left the movie set long enough to make a return to the desert. He won the Four Aces Hare & Hound in Mojave...The first road race of the season was run on the ANZAC track near Palmdale...**Chuck "Feets" Minert** was the first four-stroke rider in the 500cc Amateur/Expert field at the Stump Jumpers M.C. MX at Saddleback Park in Orange, California...A young **Mark Brelsford** dominated the night's proceedings at the San Francisco Cow Palace, but the big news was **Evel Knievel**. After jumping over 11 cars, Knievel was attacked by "a couple of non-descripts disguised as Hell's Angels." He dropped his bike and decked one of the men, and "the riot that ensued was short-lived and bloody." Incidentally, a race photo showed Novice **Ken Roberts**, who "impressed fans with precocious mastery of demanding short track style."

15 YEARS AGO...
January 30, 1980

Road racer **Harry Klinzmann** was interviewed, and featured on the front page...An "In the Wind" photo featured the "*Cycle News* Beer Drinking and Running Team," which had just completed a 10-kilometer jog. **Mark Kariya** turned in the best time...The World Series - the world class road racing organization organized by **Kenny Roberts** - was axed when three of the tracks threw in the towel...**Rex Staten** won the 250cc and Open classes, and **Jim Holley** took the 125cc division, at the CMC Golden State Series round in Fremont, California...**Scot Harden** won the Groundshaker M.C.'s Moapa-to-Vegas Hare & Hound...We tested KTM's 250 MXer...**Donald E.L. Betsworth** wrote a story about his problem-plagued ride through Death Valley...**P.J. Clark** wrote an article on the trials and tribulations the Dirt Diggers M.C. went through to get their March 16 date for the Red Garter Enduro...**George Holland** grabbed the 12-16 Stock and Modified Mini Expert wins at the Golden State round in Madera, California...**Grant Palenske** won the UEA Silver Dollar Enduro in Lucerne Valley, California, but brother **Garner Palenske** earned the 1979 CRC enduro number-one plate...**Chris Carr** topped the 80cc Junior/Expert class in a dirt track race at Lodi, California's Cycle Bowl. The story was written by **Ann Carr**.

5 YEARS AGO...
January 24, 1990

A color start shot was on the glossy cover of our Camel Supercross Series preview...An "In the Wind" item reported that **Jimmy Filice** suffered serious injuries in an automobile accident in Northern California. Filice was a passenger in a truck that struck a parked tractor-trailer...In the "Voices" section, KTM President **David J. Dahm** wrote a letter defending an ad that had drawn criticism. The ad featured a cactus with a motorcycle track running near it. "It was designed to evoke a winter feeling, and to show that rider and wilderness can coexist in harmony," said Dahm...**Mike Kiedrowski**, **Dean Matson** and **Mike Healey** won classes at the opening round of the Golden State Nationals at Castaic, California...**Chris Coleman** and **John Dowd** were the Pro class winners at the muddy Florida Winter AMA second round in Tallahassee, Florida. **Kevin Windham** won the 85cc (12-13) division...**Damon Bradshaw** bested **Jeff Ward** in the 250cc Pro class at Round 2 of the GFI California Winter Series South in Ramona, California...Brothers **Tyson and Tallon Vohland** dominated all three Pro classes at Sandhill Ranch in Brentwood, California, site of the opening round of the GFI Winter Series North...**Chuck Springsteen** topped the AMA Invitational Indoor Pro Ice Race Series in Peoria, Illinois...Southern California's **Coyote Canyon** was featured in a "Where to Ride" article. CN

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